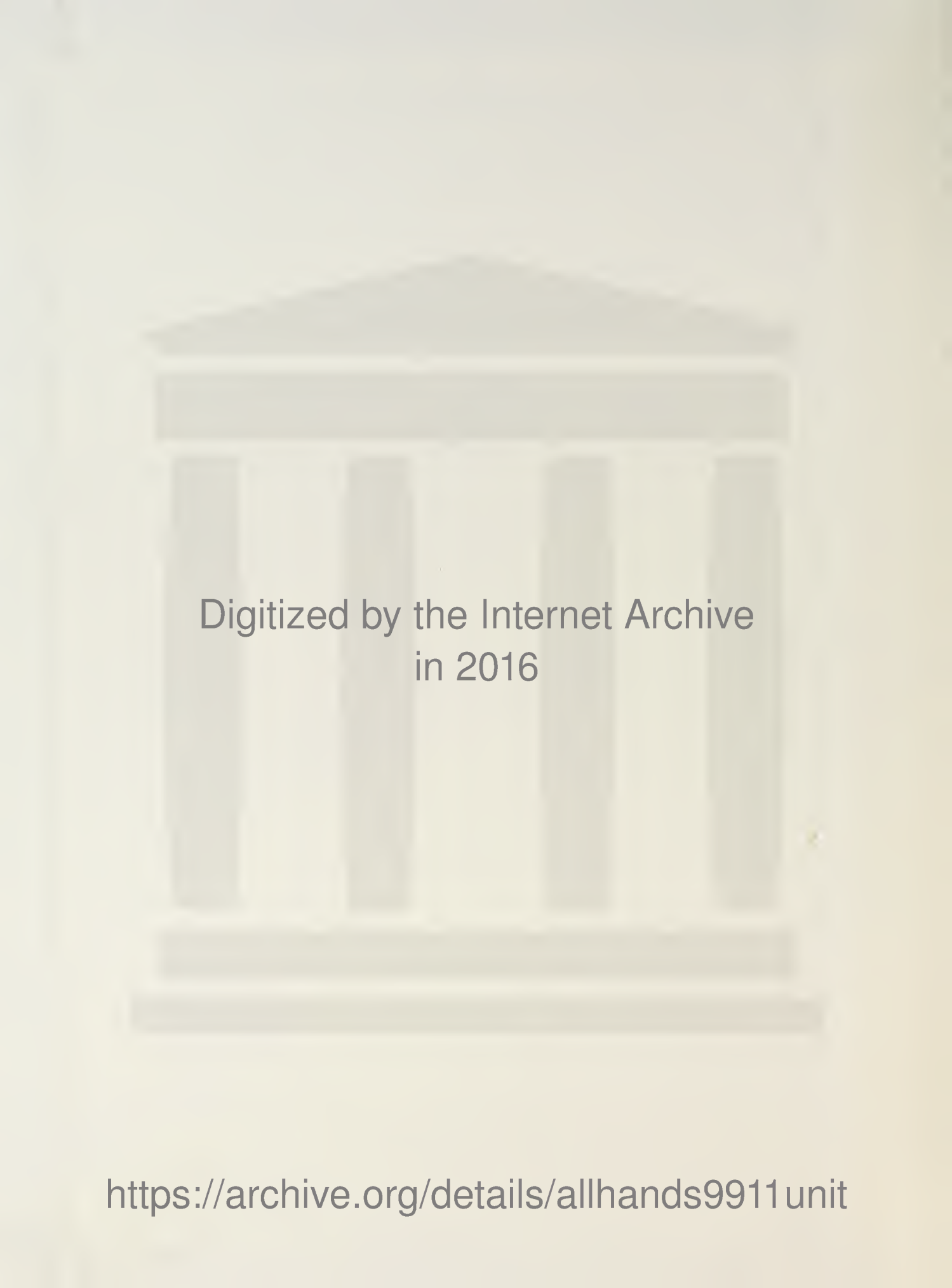

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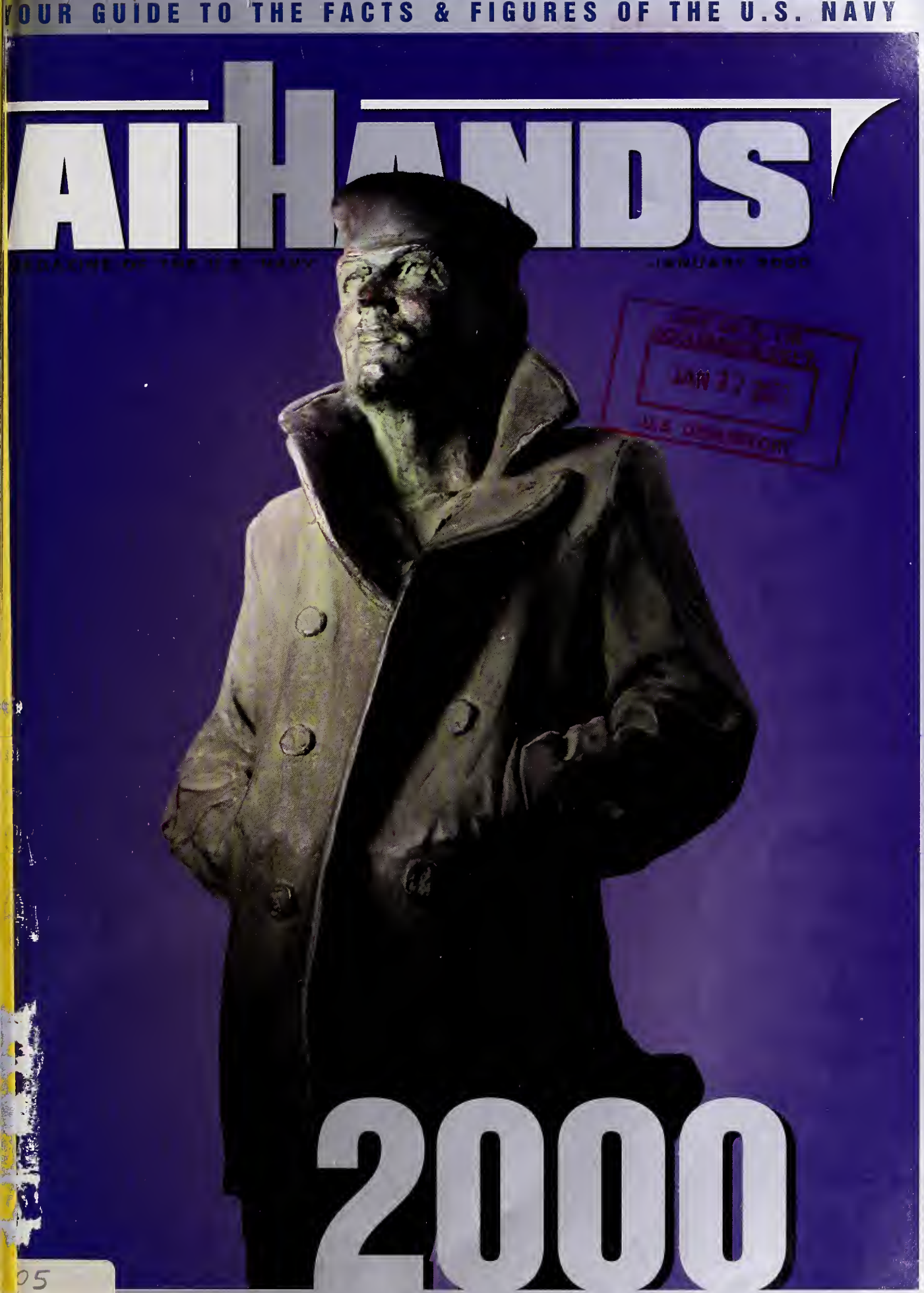
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YOUR GUIDE TO THE FACTS & FIGURES OF THE U.S. NAVY

All Hands

MAGAZINE OF THE U.S. NAVY

JANUARY 2000



CARRIERS • SHIPS • SUBMARINES • WEAPONS

2000

R'S AND OPERATOR'S MANUAL 2000

All Hands
Number 992

January

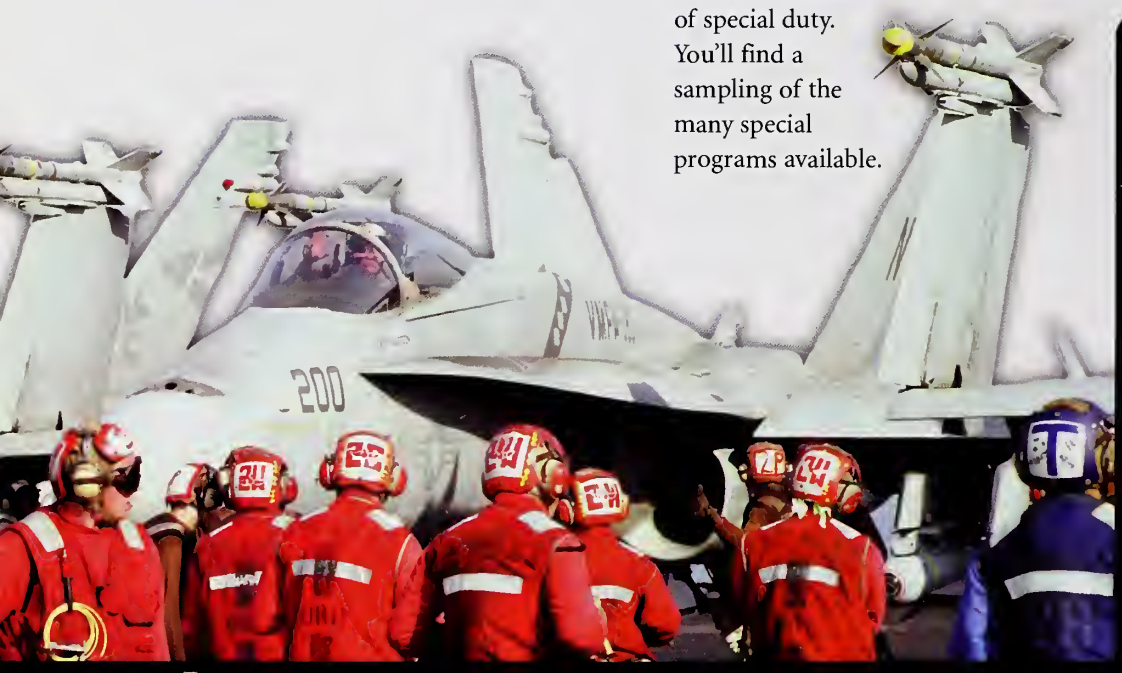
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On the Cover
Lone Sailor © Statue by Stanley Bleifeld
Navy Memorial Foundation, Washington, D.C.

Photo by JO1 Robert Benson

All Hands

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On the Back Cover
"Will you be one of them?"
The future of the Navy photo collage.

Photo by PH2 Aaron Ansarov



Check us out Online at:
www.mediacen.navy.mil

Vision 2000



Officers and Sailors from the aircraft carrier USS *Kitty Hawk* (CV 63), and the aircraft carrier USS *Independence* (CV 62), cross decks to their new homes. Following the turnover with *Independence, Kitty Hawk* took her place in Yokusuka, Japan.

Photo by PH1 Spike Call





Letter from the Secretary of the Navy



For more than 224 years, the U.S. Navy has promoted security and stability around the world. Together with the Marine Corps, we have been "always there …for America." This year's "Owner's and Operator's Manual" helps to explain how we remain ready to do that; to be there for whatever we are asked to do — ultimately, to fight and win.

Throughout this past year our great Navy, together with the Marine Corps and our sister services, has answered the call again and again, while forward deployed around the world in support of U.S. national security objectives. Whether conducting successful combat operations in Kosovo and Iraq, or complex humanitarian operations in the wake of natural disasters; whether supporting our friends and allies in joint and combined exercises, or responding with dazzling accuracy to counter terrorists even deep within land-locked areas; it is our amazing Sailors, together with leading-edge technology and an effective strategy, that make things happen with unquestioned success.

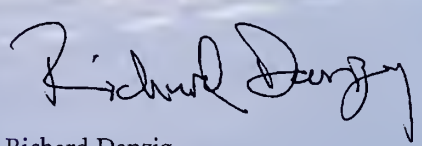
As we enter the next century, we foresee many new security challenges, and we know there will be others that we cannot foresee. The Navy's task will be to remain ready in the face of those challenges. During the past year, we have begun to secure that future, in many ways, aiming to transform this great institution and the Sailors who will lead it.

Tomorrow's Sailor will harness and use remarkable technologies that we are now developing. F/A-18 E/F *Super Hornets* and *Joint Strike Fighters* will fly from the decks of the next generation aircraft carriers. The DD 21 land attack destroyer will support carrier battle groups, and provide littoral warfare capabilities and fire support for our amphibious ready groups with tremendous precision. *Virginia*-Class submarines will have great intelligence and land attack capabilities. Communications networks will tie combat capabilities together and enable our forces to achieve a new level of battle space dominance.

Even with advanced capabilities, the single most important factor for the continued success of our Navy remains the Sailor. Today's Sailor is versatile and creative, with the same qualities of honor, courage and commitment that are the hallmarks of our Navy. Sailors work hard, accept huge responsibilities and expect success, both personally and professionally. They develop and lead others. And whether they invest a career or just one tour of duty, the Navy experience stays with them forever.

We are building Sailors for the next millennium — technologically savvy, highly motivated, and prepared to meet the challenges of the future. We are focused on recruiting and retaining the highest quality men and women, giving them the tools and the opportunities to succeed. The Navy is right now transforming what it means to serve this Nation, in the exciting times ahead. As a result, I have every confidence that the Navy will remain "always there" for America in the 21st century.

This edition of *All Hands* is loaded with information about the people, the technology, and the programs that define the Navy of today, and tomorrow. I think you'll find it informative and interesting. My hope is that it will inspire you to take the time to express your interest and appreciation for your Navy — and your Sailors — in the year ahead.



Richard Danzig
Secretary of the Navy

Year in Review



Photo by PH2 Michael W. Pendergrass

Left: On board USS *Enterprise* (CVN 65), crewmen prepare to launch the fourth wave of air strikes against Iraq in support of Operation *Desert Fox.*

Operation Desert Fox December 1998



Photo by PH2 Michael W. Pendergrass

Below: The sun sets over the flight deck of USS *Enterprise* (CVN 65) as crewmen prepare to launch the fourth wave of air strikes against Iraq in support of Operation *Desert Fox.*



Photo by PH2 Michael W. Pendergrass

Above: A strike aircraft returning from the fourth and final wave of air strikes against Iraq in support of Operation *Desert Fox* leaves a trail of light as it lands on the flight deck of USS *Enterprise* (CVN 65).



Photo by PH3 Shelton T. Young

Left: An F/A-18 *Hornet* taxis onto the catapult aboard USS *Enterprise* (CVN 65) prior to launch.

Below: A Navy SH-60 Seahawk launches a Hellfire missile during live-fire exercises near San Clemente Island off the coast of California.

January 1999



Photo by PH2 Jeffrey S. Viano



February 1999



Photo by PH2 Benjamin A. Lewis

Right: AN Jess Peterson, a USS *Essex* (LHD 2) crash and salvage crew member, helps a young student with hose handling techniques during a ship visit.



Photo by PH3 William L Vandermate

Above: Air traffic controllers monitor aircraft launched from USS *Theodore Roosevelt* (CVN 71) during strike operations. *Theodore Roosevelt* and her embarked carrier airwing participated in air strikes against the former Yugoslavia in support of NATO's Operation *Allied Force*.

Operation Allied Force March 1999



Photo by PH3 Donna' McKissic

Left: An SH-60 Seahawk from Helicopter Anti-Submarine Squadron (HS) 3 lifts a string of Explosive Ordnance Disposal (EOD) Technicians during special insertion and extraction (SPIE) training on board USS *Theodore Roosevelt* (CVN 71). *Roosevelt* and her embarked carrier air wing participated in strike missions against the former Yugoslavia in support of NATO's Operation *Allied Force*.



Above: An Air Cushion Landing Craft (LCAC) moves onto the beach at Litohoro, Greece, carrying equipment for the 26th Marine Expeditionary Unit (MEU). The first wave of Marines assigned to the 26th MEU arrived ashore in Litohoro during the early-morning hours in support of the NATO Peacekeeping Mission in Kosovo.

Operation Shining Hope April 1999



Photo by PH2 Brian McFadden



Right: Sailors from Helicopter Mine Counter Measure Squadron (HM) 15 load a pallet on one of their MH-53 Sea Dragons. HM-15 was embarked on the mine counter measure ship USS *Inchon* (MCS 12) operating in the Mediterranean and Adriatic Seas in support of the NATO-led Operation *Shining Hope*.

May 1999



Photo by PHCS Terry A. Cosgrove

Above: Newly-commissioned naval officers show their excitement after being sworn into the Navy by Chief of Naval Operations ADM Jay L. Johnson. Of the 868 members of the Naval Academy's Class of 1999, 598 of them joined the surface Navy.

Below: CDR Philip G. Beierl, commanding officer of Mobile Diving and Salvage Unit 2, inspects an artifact found after a mixed gas dive on the sunken Civil War ship *Monitor* from USS *Grasp* (ARS 51), 16 miles off Cape Hatteras, N.C.



Photo by PH1 Eric J. Tilford

Below: BU2 Jason Freeman from Oxnard, Calif., shows SWCA Jason Krueger from Chesterfield, Mich., how to tie off the rope to the circus tent that will be used for a dining facility at Camp Wedge, Naval Mobile Construction Battalion (NMCB) 4's forward operating base in Albania. NMCB 4 worked on 25 miles of roadwork near Kukes, Albania, in support of Operation *Shining Hope*.

Below: ABH1 Earle Smith from Virginia Beach, Va., waves off a helicopter to allow flight deck crews time to rearrange other aircraft aboard USS *Bataan (LHD 5). Bataan's* Ampibious Ready Group and 22nd Marine Expeditionary Unit (MEU) were underway for an MEU exercise in preparation for a six-month deployment to the Mediterranean Sea.



Photo by PH2 Brian McFadden

June 1999



Photo by PH3 Christopher M. Staten

July 1999

Photo by PH3 John Logrande



Above: Sailors aboard amphibious assault ship USS *Peleliu* (LHA 5) work hard to guide a fuel probe during an underway replenishment with USCG *Midgett*.

Below: A pilot and radar intercept officer of a U.S. Navy F-14A *Tomcat* attached to Air Test and Evaluation Squadron (VX) 9 conduct an in-flight refueling with a U.S. Air Force KC-10A Extender attached to the 60th Air Mobility Wing, Travis Air Force Base, Calif.



Right: LT Wendy R. Regal, a doctor with Marine Expeditionary Unit (MEU) Service Support Group, examines a Turkish patient. During a two-day Medical/Dental Civil Affairs Program the medical staff treated more than 300 people. USS *Kearsarge* (LHD 3) and the 26th MEU provided care to the Turkish earthquake victims.

Below: The view from a CH-46E *Sea Knight* helicopter shows the destruction caused by the massive earthquake which struck Turkey. The Marines arrived off the Turkish Coast and provided relief efforts in conjunction with the government of Turkey.



Photo courtesy of Marine Corps Cpl. Jimmie Perkins

Operation Avid Response August 1999

Photo by U.S. Marine Corps Lance Cpl. Richard T. O'Connor



Operation Southern Watch September 1999



Photo by PH2 Patricia Findley

Above: EM1 Ron Cunningham, a Naval Reservist from Mulberry, Fla., monitors an electrical switchboard that controls various equipment through out USS Constellation (CV 64) in support of Operation *Southern Watch*.



Photo by PH2 Patricia Findley

Above: VRC-30 "Providers" air-wing members AM2 Gina Lee, AM3 Vicki Barnowski, ADAN Karen Welch and AD3 Jennifer Welch perform maintenance on a C-2A *Greyhound* aboard USS *Constellation* (CV 64) in support of Operation *Southern Watch*.

Hurricane Floyd September 1999



Above: Navy LTJG Santana, assigned to the medical department aboard USS *John F. Kennedy*, monitors the condition of David Lytle, one of eight crew members rescued at sea after abandoning their ocean tug *Gulf Majesty* in heavy seas off the coast of Florida.

Below: Crew members from the ill-fated ocean tug *Gulf Majesty* exit an SH-60 rescue helicopter assigned to Helicopter Support Squadron (HS) 11 following their rescue at sea. Eight crew members were rescued and brought aboard USS *John F. Kennedy* (CV 67) for medical evaluation.

Photo by PH3 Jared Rudd



East Timor
October 1999



Photo by Marine Corps Capt. Kristen A. Lasica

Above: Lance Corporal Alonzo D. Jenkins Jr., a radio operator with the 31st Marine Expeditionary Unit (MEU) Special Operations Capable (SOC), keeps up communications with CH-53E helicopter pilots during a heavy-lift operation at the New Zealand Army-controlled airport near Suai, East Timor.



A CH-53E *"Super Stallion"* helicopter flies near the 27-meter high statue of Jesus Christ while ships of International Forces in East Timor patrol the waters of the Timor Sea.

Photo by PH2 Shawn Eklund



Left: AMAN Bryan Fitzcharles, from Downingtown, Pa., shows AN Dwayne Hertzog, from Morgantown, W.Va., a scratch on a glass canopy during a turnaround inspection on an F/A-18 *Hornet* from Strike Fighter Squadron (VFA) 81) aboard USS *Dwight D. Eisenhower* (CVN 69).

Bright Star
October 1999





Photo by LTJG John Defree

Left and Above: A multi-national flight formation conducts training flights over the pyramids in Egypt during *Bright Star*.

November 1999



Photo by PH2 Shawn Eklund

Left: AOAN Richard Delgado from Maui, Hawaii, installs a fin on a High Speed Anti Radar Missile (HGM-88) during a weapons upload aboard USS *Dwight D. Eisenhower* (CVN 69).

Special Duty



U.S. Navy Photo

More Than a Job

The complexity of the Navy requires a broad range of Sailors trained in very technical and demanding areas. However, the ever-changing needs of such a large and sophisticated organization cannot be met by constantly adding or eliminating rating groups. To deal with this, the Navy offers Sailors a variety of special programs to meet the needs of the service, as well as providing a break from normal assignments.

Navy Music Program (MU) (ENLTRANSMAN 9.27):

The Navy Music Program is comprised of men and women who possess musical skills in varying styles, to include martial, classical, jazz, rock and country/western. All applicants must audition prior to requesting conversion. Approval/disapproval is determined by "Special Assistant for Music (PERS-6MM)." Due to fluctuating NEC manning requirements, contact with local band directors or the MU detailers is recommended. Ratings: All, but must pass strict auditioning process.

Navy Food Management Teams (ENLTRANSMAN 9.02):

Navy Food Management Teams provide technical and management assistance to mess management specialists in the operation of enlisted messing facilities and afloat officer messing facilities with on the job instruction in areas of food preparation and service, mess management and sanitation. Their mission is to assist both fleet units and shore activities in the improvement of food service operations staffed with Navy mess management specialists. These teams are located at Norfolk; Charleston, S.C.; Mayport, Fla.; San Diego; and Pearl Harbor. Ratings: MS (E-7 to E-9)



Deep Sea Diver Program [ENLTRANSMAN 9.12]:

Deep sea divers plan, supervise and execute salvage, repair and rescue diving operations for various periods of time depending upon the individual's degree of qualification. They are responsible for the maintenance and safe operation of diving equipment and tools. Ratings: Various.

Navy Manpower Analysis Center [NAVMAC] [ENLTRANSMAN 9.28]:

NAVMAC Manpower Analysis conducts detailed analyses of workload, manning standards and mission statements to determine optimum levels of manpower required for units to meet their respective wartime missions. Duties include conducting extensive on-site surveys of workloads on ships, staffs and aviation squadrons and using collected data to develop ship, squadron or fleet manpower documents. Ratings: AB, AD, AE, AK, AM, AT, AV, AZ, BM, BT, CT, DK, DP, DS, EM, EN, ET, FC, GM, GS, HM, HT, IC, IS, MM, MS, OS, PN, RM, SH, SK, STG, STS, WT and YN.



U.S. Navy Flight Demonstration Squadron [BLUE ANGELS] [ENLTRANSMAN 9.18]:



The Blue Angels perform at events around the United States and the world. Only the best are selected to maintain the high performance F/A-18 *Hornet* and provide administrative and logistic support for this world-renowned squadron. Ratings: AD, AE, AK, AME, AMH, AMS, AO, AS, AT, AZ, DM, JO, PH, PR, YN and Airman (AN).

U.S. Navy Ceremonial Guard [ENLTRANSMAN 9.08]:

The U.S. Navy Ceremonial Guard is the official ceremonial unit of the Navy and as such, is a Presidential Support Activity. The Ceremonial Guard is a component of Naval District Washington (NDW). Non-petty officers are assigned directly from Recruit Training Command. CPOs and petty officers are selected from those eligible for shore duty. Ratings: All ratings.

Advancement Examination and Rate Training Manual Writer (ENLTRANSMAN 9.35):

Advancement Examination and Rate Training Manual writer billets must be filled by E-7 or above. Screening is required to ensure the prospective writer has recent technical experience in the rating. Writers must be mature, stable individuals who are able to function independently, and must demonstrate aptitude for such assignment. Although writers work with civilian education specialists, their writing responsibilities are accomplished independently. Ratings: All (E-7 and above).

Landing Craft, Air Cushion (LCAC) (ENLTRANSMAN 9.48):

The LCAC is a non-self-sustaining, high speed, ship-to-shore, over-the-beach, air-cushioned vehicle (ACV) designed to operate from the well deck of amphibious assault ships. Its primary mission is support of Marine amphibious forces. It is capable of carrying a 60-ton payload at 30 knots in sea state 3. Launched from the well deck of amphibious ships (LSDs, LHAs, LHDs and LPDs), the LCAC can transport equipment, personnel and weapon systems to the beach from over-the-horizon standoff distances. The craft has a crew of five Sailors. The LCAC program includes duty as craft master (NEC 0167), craft engineer (NEC 4131), craft navigator (NEC 0304) loadmaster and deck mechanic (NEC 4133 or 4135). Ratings: Various.

Physical Security-Law Enforcement Specialist (ENLTRANSMAN 9.04):

The Law Enforcement Specialist performs duties in internal security at installations and facilities as a member of the Navy Internal Security Force. Personnel selected for assignment to Physical Security Duty attend the Law Enforcement Specialist Training School and earn the Law Enforcement Specialist NEC 9545. Ratings: All ratings except HM, DT and those serving in pay grades E-7 to E-9.

Command Career Counselor Program (ENLTRANSMAN 9.06):

Command Careers Counselors (CCC) assist commanders and commanding officers with their retention efforts. Sailors filling full-time CCC billets are trained to provide the support required in the Retention Manual. Ratings: All ratings, E-6 and above. Naval Reserve activities may designate an E-5 as long as all other qualifications are met and a qualified E-6 is not available.





Photo by PH2 Joseph Gunder

Personnel Exchange Program (PEP) (ENLTRANSMAN 9.20):

This program provides the opportunity for U.S. Navy personnel to become an integrated part of a host country's service. The intent of the program is to provide a better understanding and appreciation of our allies, allow foreign nations to become better acquainted with the United States through personal contact, and to provide interesting foreign duty assignments. Language proficiency is required and may involve training at the Defense Language Institute. Nations may include Australia, Belgium, Canada, Italy, Germany, the United Kingdom, Portugal, the Netherlands and Norway. Ratings: Various.

SEAL/UDT (Naval Special Warfare) Program (ENLTRANSMAN 9.10):

The Navy Special Warfare Community includes enlisted personnel qualified for and assigned secondary NECs (SNEC) 5320, 5323, and 5327. Additionally, these personnel carry the enlisted designator (DV) and (PJ). Once qualified, personnel perform Special Warfare Operations as SEAL/UDT Combatant Swimmers. Ratings: A variety of ratings are eligible for applying to the SEAL/UDT program.

Naval Reserve Officer Training Corps (NROTC) (ENLTRANSMAN 9.39):

Personnel selected for duty as instructors at any NROTC must be mature, emotionally stable individuals and must demonstrate aptitude for such an assignment. Ratings: Various.



USS Constitution (ENLTRANSMAN 9.19):

USS *Constitution* is an important part of American heritage and the history of our U.S. Navy. Having earned her nickname "Old Ironsides" during the War of 1812, USS *Constitution* is the oldest commissioned warship afloat in the world. *Constitution* is permanently berthed in Boston. The crew of USS *Constitution* maintains and presents her to approximately 1 million visitors annually. Volunteers seeking duty aboard USS *Constitution* must handle the public with maturity, tact and be a model representative of today's Navy. Ratings: Various.

USS Arizona Memorial (ENLTRANSMAN 9.41):

USS *Arizona Memorial* is a premier tourist attraction in Hawaii. More than 1 million visitors annually pay their respects to the ship and her crew. Volunteers seeking duty at the USS *Arizona Memorial* must handle the public with maturity, tact and be a model representative of today's Navy. Non-petty officers (E-3 and below) will preferably have fleet experience, but may be assigned directly from recruit training or academic (non-disciplinary) attrition from Class "A" school. Petty officers should be nominated by sustained superior performance, be eligible for shore duty and preferably be warfare qualified. Ratings: Various.



Photo by JO1 Robert Benson

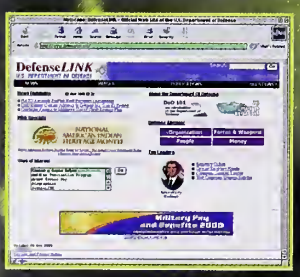
WEB WISE













Navy (and Navy-related) sites can be extremely useful when Sailors want to expand their knowledge of ships, aircraft and weapons systems as well as those commands and areas of the world where they might be stationed next.

The list presented here is nowhere near comprehensive (that, of course, would be impossible). It is simply meant as a reference to show you what is out there and to help get you started. We've attempted to list sites relating to as many areas of Navy life as possible (and most of them have links to other sites).

The list was accurate at press time. However, site addresses and composition change constantly, so learn to use the various search engines available to find the site (or information) you're looking for.

If you know a site that might be of interest to Sailors and their families, e-mail the URL to CyberSailor at cybersailor@mediacen.navy.mil.

Getting Started

U.S. Navy
(www.navy.mil)
The official Navy website with news, information, images and an overview of the organization, ships, aircraft, etc., of the U.S. Navy.

Navy OnLine
(www.ncts.navy.mil/nol)
One of the best lists of links to Navy sites worldwide.

Navy Jobs
(www.navyjobs.com)
Know someone looking for a Navy career? Here's the place.

Naval Historical Center
(www.history.navy.mil)
The past is present at the Navy's official history site.

Defenselink
(www.defenselink.mil)
Look no further for news and information about DOD.

Publications

Navy Directives
(http://neds.nebt.daps.mil)
Get the latest Navy instructions on line.

All Hands
(www.mediacen.navy.mil/pubs/allhands)
The official magazine of the U.S. Navy.

Captain's Call Kit
(www.mediacen.navy.mil/pubs/cck)
A quarterly assortment of "news you can use," policy and program information.

Navy News Service
(www.chinfo.navy.mil/navpalib/news/navnews/.www/navnews.html)
The principal news service of the Department of the Navy.

Naval Aviation News
(www.history.navy.mil/branches/nhcorg5.htm)
Get the latest information about the world of naval aviation.

Naval Reservist News
(www.ncts.navy.mil/navresfor/nrn)
An outstanding publication covering the U.S. Naval Reserve.

Organizational

U.S. Pacific Fleet
(www.cpf.navy.mil)

U.S. Atlantic Fleet
(www.atlanticfleet.navy.mil)

U.S. 3rd Fleet
(www.comthirdflt.navy.mil/c3f)

U.S. 7th Fleet
(www.c7f.navy.mil)

Naval Forces, Europe
(www.cne.navy.mil)

Naval Forces, Japan
(www.cnfj.navy.mil)

Naval Forces, Marianas
(www.guam.navy.mil)

Naval Forces, Korea
(http://144.59.63.170)

Naval Forces, Central Command
(www.centcom.mil)

Major Installations/ Regions

SITES (Standard Installation Topic Exchange Service)
(www.dmdc.osd.mil/sites) – One-stop shopping for information on bases around the world. A great resource at PCS time.

District of Columbia
(www.ndw.navy.mil)

Pearl Harbor
(www.hawaii.navy.mil)

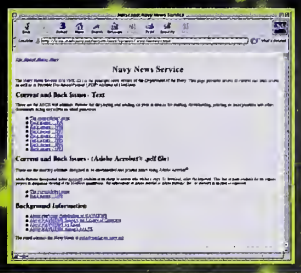
Italy
(www.naples.navy.mil)

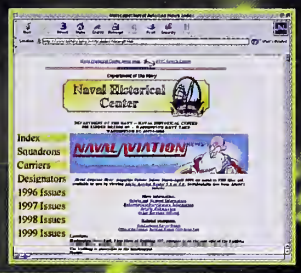
Rota
(www.rota.navy.mil)

Yokosuka
(www.yokosuka.navy.mil)

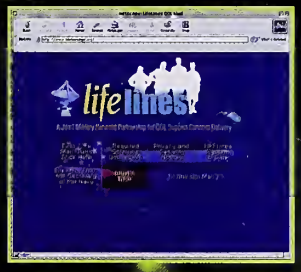
Norfolk
(www.cmar.navy.mil/default.htm)



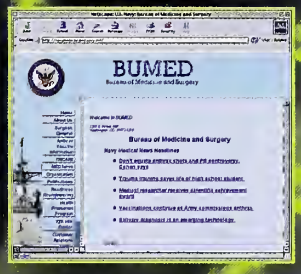





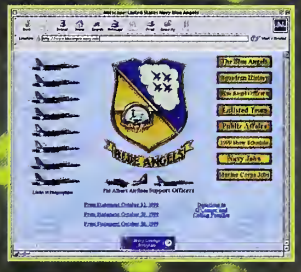














San Diego
(www.cnbsd.navy.mil)

Pacific Northwest
(www.cnbs.navy.mil)

Surface

Naval Surface Force, Pacific
(www.surfpac.navy.mil)

Naval Surface Force, Atlantic
(www.cnsl.spear.navy.mil)

Naval Vessel Registry
(www.nvr.navy.mil)
Official inventory of U.S. Naval ships and service craft.

USS *Constitution*
(www.ussconstitution.navy.mil)
Visit the oldest commissioned ship in the Navy.

Aviation

Naval Air Forces, Pacific
(www.airpac.navy.mil)

Blue Angels
(www.blueangels.navy.mil)

Submarines

100th aniversary of the U.S. Navy's silent service
(www.chinfo.navy.mil/navpalib/ships/submarines/sub100.html)
As the world celebrates the start of a new century, the U.S. Navy's submarine force is celebrating its 100th anniversary.

Submarine Force, Atlantic
(www.norfolk.navy.mil/sublant/homepage.htm)

Submarine Force, Pacific
(www.csp.navy.mil)

Undersea Warfare Magazine
(www.chinfo.navy.mil/navpalib/cno/n87/usw.html)

Special Warfare

Navy SEALs
(http://webix.nosc.mil/seals)
(under construction at press time)

Medical/Dental

BUMED
(http://navymedicine.med.navy.mil)
Where Navy medicine begins.

TRICARE
(www.tricare.osd.mil)
The latest information on the health services program for military personnel and their families.

United Concordia
(www.ucci.com/government/governmentprog.html) Information on the military's dental plan.

Personnel/Pay Issues

BUPERS
(www.bupers.navy.mil)
Advancements, personnel policy, detailers, etc., all in one place.

Defense Finance and Accounting Service
(www.dfas.mil)
The military pay section has the latest pay charts and allowances information.

Training & Education

Naval Education and Training
(www.cnet.navy.mil)
Site of the Navy's training gurus.

The Navy College Program
(http://www.navycollege.navy.mil)
Get the scoop on this great new program designed with your future in mind.

Naval Air Training Command
(www.cnet.navy.mil/cnatra/cnatra.htm)
The people, planes and places where aviators are born.

NTC Great Lakes
(www.ntcpao.com/index.html)
Home of the Navy's recruit training facilities.

NROTC
(www.cnet.navy.mil/nrotc/nrotc.htm)
All about the program that turns college students into officers.

NJROTC
(www.cnet.navy.mil/njrotc/njrotc.htm)
A program for high school students seeking the Navy experience.

Miscellaneous Navy Related Sites

"Lifelines" Quality of Life Mall
(www.lifelines4qol.org)
Your one-stop virtual shopping mall for military quality of life issues.

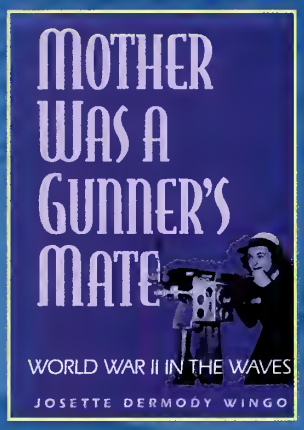
Navy/Marine Corps Relief Society
(www.ncts.navy.mil/homepages/nmcrs)
Helping Sailors, Marines and their families.

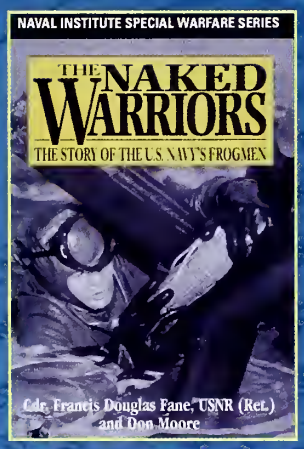
U.S. Naval Institute
(www.usni.org)
One of the preeminent Navy think tanks and publisher of some good books, too!

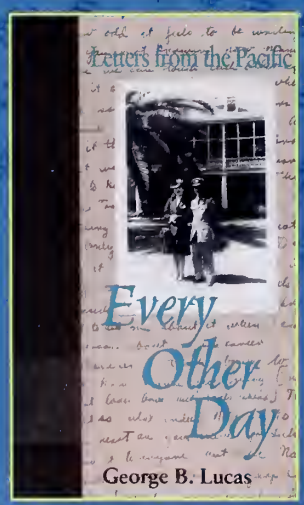
Navy Memorial
(www.lonesailor.org)

Reader Feeder

Master Chief Petty Officer of the Navy's Naval Heritage/Core Values Reading Guide







Cover artwork courtesy of Naval Institute Press

"A" List: Required Reading

A Sailor's Log: Recollections of Forty Years of Naval Life
by RADM Robert D. Evans with introduction by Benjamin Franklin Cooling

Battleship Sailor
by Theodore C. Mason

Blood on the Sea
by Robert Sinclair Parkin

Bluejacket: An Autobiography
by Fred J. Buenzle with A. Grove Day
Brave Ship, Brave Men by Arnold S. Lott

Bull Halsey: A Biography
by E. B. Potter

Crossing the Line: A Bluejacket's World War II Odyssey
by Alvin Kernan

Descent Into Darkness
by CDR Edward C. Raymer

Devil Boats
by William Breuer

Devotion to Duty – A Biography of Admiral Clifton A. F. Sprague
by John F. Wukovits

Every Other Day: Letters from the Pacific
by George B. Lucas

Fatal Voyage
by Dan Kurzman

Good Night Officially
by William M. McBride

In Love and War: Revised and Updated
by Jim and Sybil Stockdale

Inchon to Wonsan: From the Deck of a Destroyer in the Korean War
by James Edwin Alexander

Iwo
by Richard Wheeler

Man-of-War Life
by Charles Nordhoff

Master of Seapower: A Biography of Fleet Admiral Ernest J. King
by Thomas B. Buell, with introduction by John B. Lundstrom

Mother Was A Gunner's Mate: World War II in the Waves
by Josette Dermody Wingo

My Fifty Years in the Navy
by ADM Charles E. Clark, with introduction by Jack Sweetman

Naked Warriors
by CDR Frances Douglas Fane and Don Moore

Nimitz
by E. B. Potter

On Watch
by ADM Elmo Zumwalt

Proudly We Served – The Men of USS Mason
by Mary Pat Kelly

Raiders from the Sea
by John Lodwick

Raiders of the Deep
by Lowell Thomas, with introduction by Gary E. Weir

Ship's Doctor
by Captain Terrence Riley

Submarine Diary – The Silent Stalking of Japan
by RADM Corwin Mendenhall

The Atlantic War Remembered – An Oral History Collection
by John T. Mason Jr.

The Battle of Cape Esperance – Encounter at Guadalcanal
by CAPT Charles Cook, USN (Ret.)

The Fighting Liberty Ships – A Memoir
by A.A. Hoehling

The Fleet the Gods Forgot
by W.G. Winslow

The Ghost That Died at Sunda Strait
by W.G. Winslow

The Golden Thirteen – Recollections of the First Black Naval Officers
by Paul Stillwell with Colin L. Powell

The Last Patrol
by Harry Holmes

The Ship That Held the Line
by Lisle A. Rose

Thunder Below
by ADM Eugene B. Fluckey, USN (Ret.)

Tin Can Man
by E. J. Jernigan

Tin Can Sailor - Life Aboard the USS Sterett, *'39-'45*
by C. Raymond Calhoun

Ultra in the Pacific: How Breaking Japanese Codes and Ciphers Affected Naval Operations Against Japan
by John Winton

"B" List: Reference

Admiral John H. Towers – The Struggle for Naval Air Supremacy
by William F. Trinmble

Admiral William Shepherd Benson – The First Chief of Naval Operations
by Mary Klachko and David F. Trask

Against All Odds: The Battles at Sea, 1591-1949
by Alexander McKee

Air Raid: Pearl Harbor! – Recollections of a Day of Infamy
by Paul Stillwell

All at Sea
by Louis R. Harlany

Allied Escort Carriers
by Kenneth Poolman

American Naval History – An Illustrated Chronology of the U.S. Navy and Marine Corps, 1775-Present
by Jack Sweetman

And I was There
by Rear Adm. Edwin T. Layton

Assault on Normandy – First Person

Got some spare time? Take a few minutes and check out the MCPON's Naval Heritage and Core Values Reading Guide. The books are available through the Navy Exchange or the Uniform Center toll-free ordering system. You can view the complete list of books at: www.chinfo.navy.mil/navpalib/mcpon/readgide.html

Accounts from the Sea Services
by Paul Stillwell

At Dawn We Slept
by Gordon W. Prange

Authors at Sea: Modern American Writers Remember Their Naval Service
by Robert Shenk

Battleships in Action, Vols I & II
by H. W. Wilson

Clash of the Titans
by Walter J. Boyne

Crisis in the Pacific
by Gerald Astor

Decision and Dissent with Halsey at Leyte Gulf
by Carl Solberg

E-Boat Alert – Defending the Normandy Invasion Fleet
by James Foster Tent

Feet Wet
by Rear Adm. Paul T. Gilchrist

Fighter Squadron at Guadalcanal
by Max Brand

Fighting Squadron – A Sequel to Dive Bomber
by Robert A. Winston

Gray Steel and Black Oil: Fast Tankers and Replenishment at Sea in the U. S. Navy, 1912-92
by Thomas Wildenberg

Heroes in Dungarees – The Story of the American Merchant Marines in World War II
by John Bunker

History of the U.S. Navy, Vol. One, 1775-1941
by Robert W. Love Jr.

John Paul Jones – America's Sailor by Clara Ann Simmons

Kinkaid of the Seventh Fleet: A Biography of Admiral Thomas C. Kinkaid, USN
by Gerald E. Wheeler

Longitude
by Dava Sobel

Miracle at Midway
by Gordon W. Prance

Nautilus: The Story of Man Under the Sea
by Roy Davies

Normandy
by Vice Adm. William P. Mack

Okinawa – The Last Battle of World War II
by Robert Lackie

Prisoners of the Japanese
by Gavon Daws

PT 105
by Dick Keresey

Red Scorpion – The War Patrols of the USS **Rasher**
by Peter T. Sasgen

Rocks & Shoals: Naval Discipline in the Age of Fighting Sail
by James E. Valle

Run Silent/Run Deep
by Captain Edward L. Beach

Sea Power: A Naval History
by E. B. Potter

Sharks of Steel
by Steve and Yogi Kaufman

The Battle of Leyte Gulf
by Thomas J. Cutler

The Book of Navy Songs
by The Trident Society

The Cruel Sea
by Nicholas Monsarrat with intro by Captain Edward L. Beach

The Fast Carriers – The Forging of an Air Navy
by Clark G. Reynolds

The First Team and the Guadalcanal Campaign: Naval Fighter Combat from August to November 1942
by John B. Lundstrom

The First Team: Pacific Naval Air Combat from Pearl Harbor to Midway
by John B. Lundstrom

The Little Giants – U.S. Escort Carriers Against Japan
by William T. Youngblood

The Lost Ships of Guadalcanal
by Robert D. Ballard

The Magnificent Mitscher
by Theodore Taylor

The Naval Air War, 1939-1945
by Nathan Miller

The Pacific War Remembered – An Oral History Collection
by John T. Mason, Jr.

The People Navy
by Kenneth J. Hagan

The Pirate of Tobruk – A Sailor's Life on the Seven Seas, 1916-1948
by Alfred B. Palmer with Mary E. Curtis

The Rickover Effect – How One Man Made a Difference
by Theodore Rockwell, forward by Adm. James D. Watkins

The Two Ocean War
by Samuel Eliot Morrison

The Unsinkable Fleet: The Politics of U.S. Navy Expansion in World War II
by Joel R. Davidson

U-Boat Commander
by Peter Cremer

Unsung Sailors – The Naval Armed Guard in World War II
by Justin F. Gleichauf

Victory at Sea – World War II in the Pacific
by James F. Dunnigan and Albert A. Nofi

War at Sea
by Nathan Miller

War Beneath the Sea
by Peter Sudfield

War in the Boats
by Captain William J. Ruhe

We Pulled Together and Won! Personal Memories of the World War II Era
by Reminisce Books

We Will Stand By You – Serving in the Pawnee, 1942-1945
by Theodore C. Mason

What a Way to Spend a War: Navy Nurse POWs in the Philippines
by Dorothy Still Danner

"C" List: Reference

History of U. S. Naval Operations in World War II
by Samuel Eliot Morrison:

Vol. I: The Battle of the Atlantic

Vol. II: Operations in North African Waters

Vol. III: The Rising Sun in the Pacific

Vol. IV: Coral Sea, Midway and Submarine Actions

Vol. V: The Struggle for Guadalcanal

Vol. VI: Breaching the Bismarks Barrier

Vol. VII: Aleutians, Gilberts and Marshalls

Vol. VIII: New Guinea and the Marianas

Vol. IX: Sicily – Salerno – Anzio

Vol. X: The Atlantic Battle Won

Vol. XI: The Invasion of France and Germany

Vol. XII: Leyte

Vol. XIII: The Liberation of the Philippines, Luzon, Mindinao, the Visayas

Vol. XIV: Victory in the Pacific

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TV 44 — *Gadsden*

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Montgomery

Opp Cablevision
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TKO
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Channel 47
Casa Grande

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Alameda

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Anaheim

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Bakersfield

Warner Cable Communications, Inc.
Barstow

Elephant Mountain Broadcasting
Barstow

Chula Vista/National City Cable
Chula Vista

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KMESA
Ch. 67 — *Costa Mesa*

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Concord

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Cable 3 — *El Monte*

City Of Fillmore Cable
Fillmore

KVPT-TV
Fresno

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Ch. 4 — *Fresno*

Rogers Cable Television
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Inland Valley Cablevision
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Century Communications
Hermosa Beach

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TCI Cablevision
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Mission Viejo

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Air Force Village West TV
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Charter Communications
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Van Nuys

TCI Cable
Ch. 6 — *Walnut Creek*

Copley Colonial Cable
Ch. 41 — *Wilmington*

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KACT-TV — *Aurora*

Colorado Springs Cablevision
Colorado Springs

KDTV Cable
Ch. 8 — *Denver 80207*

TCI of Colorado
Ch 22 — *Wheatridge*

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Groton

Storer Communications
Ch. 36 — *Groton*

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Public Access Channel
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11th Wing/PA Bolling AFB
Washington, D.C.

TASC, HQ, U.S. Marine Corps
Washington, D.C.

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Hernando County Schools HITV
Brooksville

Continental Cablevision
Jacksonville

TCI Channel 5 Television
Key West

6TH CS/SCSV
MacDill AFB

University Of West Florida
Pensacola

Cablevision
Milton

WLRN-TV 37
Miami

Clay Cablevision
Ch. 21 — *Orange Park*

Cablevision of Central Florida
Orlando

Office of Cable Communications
Tampa

Georgia
TV 46 LP — *Ailey*

CITY TV-6
Atlanta

WBSG TV 21
Brunswick

U.S. Army Signal Center
Ft. Gordon
Channel 8
Kings Bay

Trident Training Facility
Kings Bay

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Cobb County Communications
Ch. 23 — *Marietta*

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Lihue

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Iowa City

Sooland Cable
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Idaho
Access Channel 12
Pocatello

Illinois
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East Peoria

TCI Of Illinois,Inc.
McHenry

NCTV
Naperville

Multi-Media Cablevision
Oaklawn

TCI of Illinois
Skokie

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Access Ft Wayne
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TCI Cablevision Assoc.
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Cable Communications Agency
Ch. 16 — *Indianapolis*

WBSU-TV
Ch. 5 — *Muncie*

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Government Access
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TELECOM Center
Bossier City

Cox Productions
Harahan

Government Access
Ch. 6 — *New Orleans*

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Billerica

CSC-TV Cable
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Cablevision Industries
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Haverhill

Lowell Telecommunications Corp.
Lowell

Northern Berkshire Community TV Corp.
North Adams

Pittsfield Community TV
Pittsfield

Taunton Municipal Network
Ch. 32 — *Taunton*

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Waltham

WCTV 52
Windham

Maryland
89 AW/PA
Andrews AFB

Wingspan - Air & Space Channel
Bethesda

J.R.Cousins Municipal Center
Glenarden

Jones Intercable
Ch. 22 — *Gambrills*

Prince Georges Community TV
Landover

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Jones Intercable
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Brunswick

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Access Vision
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Bresnan Communications
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Cablevision
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Meredith Cable
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Public Access Television
Hibbing

Howard Lake Public Access TV
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Northern Dakota County Cable
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City of Lakeville Govt. Channel
Lakeville

OATV
Olivia

TCI Cable
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SWCCCC
Ch. 12 — *St. Paul Park*

Suburban Community Cable
Ch. 3 — *White Bear Lake*

WRAC-8
Willmar

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JCTV-3
Jefferson City

Public Information Office
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American Cablevision
Ch. 3B — *St. Louis*

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Mississippi Band of Choctaw Indians
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GITV
Grand Island

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Time Warner Cable For Saratoga L/O
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Crosswalks TV
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Time-Warner Visual Works
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Memphis

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Ft. Worth

Haltom City Public Library
Haltom City

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CitiCable NRH
North Richland Hills

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12th Flying Training Wing
Randolph AFB

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Access
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Winchester

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Washington

Bremerton Kitsap Access TV
Bremerton

TCI Cable
Everett

KLTV
Ch. 11 & 44 — *Longview*

Marysville Community TV
Marysville

City Of Oak Harbor
Oak Harbor

Falcon Cable TV
Port Orchard

VIACOM Cable
Tacoma

Midvalley Community TV
Ch. 9 — *Toppenish*

West Virginia

Southern W.Va. Community College
Williamson

Wisconsin

Elkhorn H.S. Access Cable Channel
Elkhorn

Public Access TV
Ch. 11 — *Eau Claire*

Marcus Cable
Ch. 8 — *Fond Du Lac*

Viacom Cablevision
Greenfield

Hudson Community Access TV
Hudson

City Of Lake Mills Cable TV
Lake Mills

City Channel 26
Milwaukee

Oshkosh Community Access TV
Ch. 10 — *Oshkosh*

WOW Cable 12
Oregon

River Falls Public Access TV
River Falls

TV 8 WSCS
Sheboygan

Access TV
Ch. 21 — *Watertown*

Wausau Public Access
Ch. 29 — *Wausau*

City Of Whitewater
Ch. 5 — *Whitewater*

Public Access
Ch. 4 — *Wisconsin Rapids*

West Bend Community Cable
West Bend

For more information on receiving NMCN on your local cable station, contact John Morrisey at 202-433-5844.

Ranks

Commissioned Officers

	HAT/SHOULDER/COLLAR	SHOULDER BOARDS	SLEEVE
Ensign			
Lieutenant Junior Grade			
Lieutenant			
Lieutenant Commander			
Commander			
Captain			
Rear Admiral (Lower Half)			
Rear Admiral (Upper Half)			
Vice Admiral			
Admiral			

Warrant Officers

	HAT/SHOULDER/COLLAR	SHOULDER BOARDS	SLEEVE
Chief Warrant Officer			
Chief Warrant Officer			
Chief Warrant Officer			
Chief Warrant Officer			

Enlisted Members

	HAT/COLLAR	SLEEVE
E-1 Seaman Recruit		
E-2 Seaman Apprentice		
E-3 Seaman		
E-4 Petty Officer Third Class		
E-5 Petty Officer Second Class		
E-6 Petty Officer First Class		
E-7 Chief Petty Officer		
E-8 Senior Chief Petty Officer		
E-9 Master Chief Petty Officer		
E-9 Master Chief Petty Officer of the Navy		

Line/Staff/Warrant Officer Sleeve Devices

Line		Cryptologic Technician	
Supply Corps		Repair Technician	
Medical Corps		Intelligence Technician	
Nurse Corps		Boatswain	
Medical Service Corps		Data Processing Technician	
Dental Corps		Engineering/Nuclear Power Technician	
Physician's Assistant		Aerographer	
Judge Advocate General Corps		Air Traffic Controller	
Law Community		Aviation Boatswain	
Christian Chaplain		Explosive Ordnance Disposal	
Jewish Chaplain		Aviation Electronics Technician	
Muslim Chaplain		Aviation Ordnance Technician	
Civil Engineer Corps		Band Master	
Ship's Clerk		Ordnance Technician	

*Devices for Diving Officer and Security Technician not pictured

Enlisted Ratings



AB
Aviation Boatswain's Mate
ABE (Launching and Recovery Equipment)
ABF (Fuels)
ABH (Aircraft Handling)



AC
Air Traffic Controller



AD
Aviation Machinist's Mate



AE
Aviation Electrician's Mate



AG
Aerographer's Mate



AK
Aviation Storekeeper



AM
Aviation Structural Mechanic
AME (Safety Equipment)
AMH (Hydraulic)
AMS (Structural)



AO
Aviation Ordnanceman



AS
Aviation Support Equipment Technician



AT
Aviation Electronics Technician



AW
Aviation Antisubmarine Warfare Operator



AZ
Aviation Maintenance Administrationman



BM
Boatswain's Mate



BU
Builder



CE
Construction Electrician



CM
Construction Mechanic



CT
Cryptologic Technician
CTA (Administrative)
CTI (Interpretive)
CTM (Maintenance)
CTO (Communication)
CTR (Collection)
CTT (Technical)



DC
Damage Controlman



DK
Disbursing Clerk



DM
Illustrator/Draftsman



DT
Dental Technician



EA
Engineering Aide



EM
Electrician's Mate



EN
Engineman



EO
Equipment Operator



ET
Electronics Technician



EW
Electronics Warfare Technician



FC
Fire Controlman



FT
Fire Control Technician



GM
Gunner's Mate
GMG (Guns)
GMM (Missiles)



GS
Gas Turbine System Technician
GSE (Electrical)
GSM (Mechanical)



HM
Hospital Corpsman



HT
Hull Maintenance Technician



IC
Interior Communications Electrician



IS
Intelligence Specialist



IT
Information Systems Technician



JO
Journalist



LI
Lithographer



LN
Legalman



MA
Master-at-Arms



MM
Machinist's Mate



MN
Mineman



MS
Mess Management Specialist



MT
Missile Technician



MU
Musician



NC
Navy Counselor



OS
Operations Specialist



OT
Ocean Systems Technician
OTA (Analyst)
OTM (Maintainer)



PC
Postal Clerk



PH
Photographer's Mate



PN
Personnelman



PR
Aircrew Survival Equipmentman



QM
Quartermaster



RP
Religious Program Specialist



SH
Ship's Serviceman



SK
Storekeeper



SM
Signalman



ST
Sonar Technician
STG (Surface)
STS (Submarine)



SW
Steelworker



TM
Torpedoman's Mate



UT
Utilitiesman



YN
Yeoman



Apprentice Training Graduate
(Seaman)



Apprentice Training Graduate
(Fireman)



Apprentice Training Graduate
(Airman)

RE-UP

To stay or not to stay? That is the question. And the answer can be difficult to come by, especially among first- and second-term Sailors. The oath of reenlistment carries with it a commitment – a commitment to serve. And while that service has its rewards, it also has its hardships.

The Navy is committed to keeping the best Sailors "on board." The following incentive programs (which are detailed in Chapter 8 of the Enlisted Transfer Manual) are designed to do just that. For complete descriptions and provisions of these programs, Sailors should contact their Command Career Counselors.

Seaman to Admiral Program

The Seaman-to-Admiral Program (STA) provides outstanding enlisted personnel in the Navy, Naval Reserve (TAR) and USNR-R with an exceptional education and commissioning opportunity. Selectees will be ordered to one of seven Naval Reserve Officers Training Corps (NROTC)-affiliated universities on permanent change of station orders. After earning a baccalaureate degree and on successful completion of Officer Candidate School (OCS) in Pensacola, Fla., they will be appointed as a permanent ensign, USNR.

Interested Sailors must submit their applications to Commander, Navy Personnel Command (NPC 811), Naval Support Activity Memphis, 5720 Integrity Drive, Millington, Tenn. 38055-8110, via their commanding officer before July 1 of each year. The Seaman-to-Admiral Selection Board will convene at Navy Personnel Command each September to consider applicants who meet eligibility requirements published by NAVADMIN. Applicants are required to complete the Scholastic Aptitude Test (SAT) or American College Test (ACT). For details on the SAT or ACT, contact your local Navy Campus Office.

When preparing to submit their application package, interested Sailors are strongly encouraged to assemble the following documents: college transcript(s) from each college attended; high school transcript(s) from each high school attended (if you have a GED Certificate and some high school, you will need to submit both the certificate and the partial high school transcript); SAT or ACT scores (must not be older than two years as of July 1 of the year applying); certified copies of evaluations; certified copies of PRT results; certified copies of special qualifications documents; and a statement of desire for a commission.

For additional information call DSN 922-4941 ext. 306 or Commercial (850) 452-4941 ext. 306, or send e-mail to cnet.sta@smtp.cnet.navy.mil.

School Assignment as a Reenlistment Incentive

Some Sailors place specific training desires above ultimate duty stations. For them, a set of orders with a school en route is the greater good.

The program requirements include:

- Must be willing to incur additional obligated service in exchange for training.
- Must maintain minimum performance standards.
- Must provide some assurance that the training received will be effectively used. For instance, a skill gained through training which can only be used at sea will not be provided for someone heading to shore duty. Likewise, a chief petty officer won't be assigned to a school whose training is intended for use by junior petty officers.

Reference: Article 8.03, Enlisted Transfer Manual

SCORE (Selective Conversion and Reenlistment) Program

SCORE offers incentives to Sailors who wish to convert to undermanned (CREO 1) ratings.

SCORE incentives include: assignment to Class "A" and, if available, Class "C" schools; possible advancement to third or second class petty officer; and, if eligible, Selective Reenlistment Bonus (SRB).

The program requirements include:

- Must be presently assigned in a rating listed as Category 2 or 3 in the most current CREO listing.
- Must be in pay grades E-3 through E-6.
- Must meet requirements for entrance to appropriate schools.
- Must have maintained sustained superior performance in their present rating.
- Can not have received previous benefits from the STAR, SCORE or RESCORE programs.

Reference: Article 1060010, Military Personnel Manual

RESCORE (Recruiting Selective Conversion and Reenlistment) Program

The RESCORE Program offers similar incentives as SCORE for Navy Veterans (NAVETS) who reenlist after a 24-hour break in service.

Reference: Article 1060011, Military Personnel Manual (MILPERSMAN)

STAR (Selective Training and Reenlistment) Program

Under the STAR Program, Sailors can receive a career designation and become eligible for the following incentives:

- Guaranteed assignment to Class "A" or "C" school.
- Guaranteed advancement to third or second class petty officer upon completion of required schools or training packages.
- Selective Reenlistment Bonus (SRB), if eligible.

The program requirements include:

- Must be a designated striker (E-3) or second or third class petty officer.
- Must have at least 21 months and not more than six years of continuous naval service. Veterans of other services cannot have more than eight years of total military service.
- Must meet minimum performance requirements and have a clear military record.

Reference: Article 1060020, Military Personnel Manual

AllHANDS

Order of Precedence — U.S. Navy

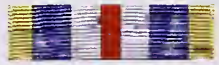

Medal Of Honor


Navy Cross

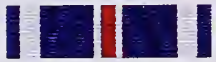

Defense Distinguished Service Medal


Distinguished Service Medal


Silver Star


Defense Superior Service Medal


Legion of Merit


Distinguished Flying Cross


Navy/Marine Corps Medal


Bronze Star


Purple Heart

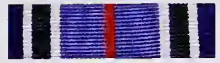

Defense Meritorious Service Medal

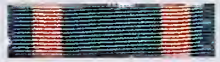

Meritorious Service Medal


Air Medal


Joint Service Commendation Medal


Navy/Marine Corps Commendation Medal

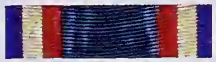

Joint Service Achievement Medal


Navy/Marine Corps Achievement Medal


Combat Action Ribbon


Presidential Unit Citation


Joint Meritorious Unit Award


Navy Unit Commendation


Meritorious Unit Commendation

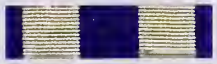

Battle"E" Ribbon

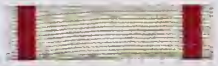

POW Medal


Good Conduct Medal

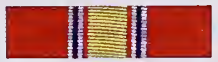

Naval Reserve Meritorious Service Medal

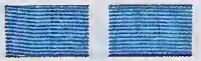

Fleet Marine Force Ribbon

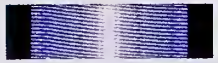

Navy Expeditionary Medal


China Service Medal


Navy Occupation Service Medal

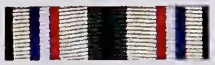

National Defense Service Medal

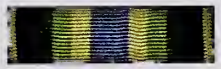

Korean Service Medal


Antarctica Service Medal


Armed Forces Expeditionary Medal


Vietnam Service Medal


Southwest Asia Service Medal


Armed Forces Service Medal


Humanitarian Service Medal


Military Outstanding Volunteer Service Medal

Sea Service Deployment Ribbon

Navy Arctic Service Ribbon

Naval Reserve Sea Service Ribbon

Navy/Marine Corps Overseas Service Ribbon

Navy Recruiting Service Ribbon

Armed Forces Reserve Medal

Naval Reserve Medal

Philippine Presidential Unit Citation

Republic of Korea Presidential Unit Citation

Republic of Vietnam Presidential Unit

Republic of Vietnam Gallantry Cross Unit

Republic of Vietnam Civil Actions Unit

United Nations Service Medal

United Nations Medal

NATO Medal

Multinational Force and Observers Medal

Warfare Pins & Badges



Naval Astronaut



Naval Astronaut (NFO)



Naval Aviator



Dirigible Pilot



Naval Aviation Observer and Flight Meteorologist



Naval Flight Surgeon



Naval Flight Nurse



Naval Flight Officer



Aviation Experimental Psychologist and Aviation Psychologist



Enlisted Aviation Warfare Specialist



Naval Aviation Supply Corps



Aircrew



Marine Combat Aircrew



Special Warfare



Special Operations



Surface Warfare (officer)



Surface Warfare (enlisted)



Surface Warfare (nurse)



Surface Warfare (medical)



Surface Warfare (dental)



Surface Warfare (medical service)



Surface Warfare (supply)



Submarine (officer)



Submarine (enlisted)



Submarine (medical)



Submarine (engineering duty)



Submarine (supply)



Submarine Combat Patrol



SSBN Deterrent Patrol (20 patrols)



SSBN Deterrent Patrol (12 patrols)



Seabee Combat Warfare Specialist (officer)



Seabee Combat Warfare Specialist (enlisted)



Naval Parachutist



Basic Parachutist



Naval Reserve Merchant Marine



Integrated Undersea Surveillance System (officer)



Integrated Undersea Surveillance System (enlisted)



Master Explosive Ordnance Disposal



Senior Explosive Ordnance Disposal



Explosive Ordnance Disposal



Diving (officer)



Diving (medical)



Master Diver



Diver (medical technician)



First Class Diver



Second Class Diver



Scuba Diver



Deep Submergence (officer)



Deep Submergence (enlisted)



Presidential Service Badge



Vice Presidential Service Badge



Office of the Secretary of Detense



Joint Chiefs of Staff



Recruiting Command



Recruiting Command for Excellence



Recruiter



Career Counselor



Recruit Company Commander



Command-at-Sea



Command Ashore



Officer in Charge (small craft)



Petty Officer in Charge (small craft)



Craftmaster



Master Chief Petty Officer of the Navy



Force Master Chief Petty Officer



Fleet Master Chief Petty Officer



Master Chief Petty Officer of the Command



Senior Chief Petty Officer of the Command



Chief Petty Officer of the Command



U.S. Navy Police (officer)



U.S. Navy Police (enlisted)



U.S. Navy Security



U.S. Navy Corrections



U.S. Navy Guard



U.S. Navy Master-at-Arms

Inter American Defense Board Medal

Republic of Vietnam Campaign Medal

Kuwait Liberation Medal (Kingdom of Saudi Arabia)

Kuwait Liberation Medal (Kuwait)

Rifle Marksmanship Medal

Pistol Marksmanship Medal

Devices



Gold Star
Denotes each subsequent award of the same Navy decoration.



Silver Star
Worn in the same manner as the gold star, in lieu of five gold stars.



Bronze Service Star
Represents participation in campaigns or operations, multiple qualification or an additional award to any of the various ribbons on which it is authorized. Also worn to denote first award of the single-mission Air Medal after Nov. 22, 1989.



Silver Service Star
Worn in the same manner as the bronze service star, in lieu of five bronze service stars.



Bronze Oak Leaf Cluster
Represents second and subsequent entitlements of awards.



Silver Oak Leaf Cluster
Worn for the 6th, 11th or in lieu of five bronze oak leaf clusters.



Wintered Over
For wintering over on the Antarctic continent - a clasp for Antarctic Service Medal; a suspension ribbon and a disc for the service ribbon of bronze for first winter; gold for the second winter; and silver for the third winter.



"V" Device
Authorized for acts or service involving direct participation in combat operations.



Hourglass
Issued for each succeeding award of the Armed Forces Reserve Medal.



Europe and Asia Clasps
Worn on the suspension ribbon of the Navy Occupation Service Medal.



Fleet Marine Force Combat Operations Insignia
For Navy personnel attached to Fleet Marine Force units participating in combat operations.



Silver "E"
Denotes Expert Marksman qualification.



Bronze "S"
Denotes Sharpshooter Marksman qualification.



"M" Device
Denotes Naval Reserve mobilization in support of certain operations.



Strike/Flight Device
Bronze Arabic numeral denotes the total number of strike/flight awards of the Air Medal earned subsequent to April 9, 1962.



"3/16" Palm
Worn on the Republic of Vietnam Gallantry Cross Unit Citation and Republic of Vietnam Civil Actions Unit Citation ribbons.



"E" Wreath
Denotes four or more Battle "E" Awards.

Naval Reserve Activities



MAP LEGEND

- ★ Naval Reserve Readiness Command
- ✚ Naval & Marine Corps Reserve Center
- ● Naval Reserve Center
- ✕ Naval Reserve Facility
- ★ Naval Air Reserve
- ▲ Naval Air Reserve Center
- ■ Naval Air Facility
- ● Naval Air Reserve Activity
- ✦ Naval Air Station
- ✕ Naval Air Administrative Activity

CRUISERS

Ticonderoga-class

- USS *Ticonderoga* (CG 47)
- USS *Yorktown* (CG 48)
- USS *Vincennes* (CG 49)
- USS *Valley Forge* (CG 50)
- USS *Thomas S. Gates* (CG 51)
- USS *Bunker Hill* (CG 52)
- USS *Mobile Bay* (CG 53)
- USS *Antietam* (CG 54)
- USS *Leyte Gulf* (CG 55)
- USS *San Jacinto* (CG 56)
- USS *Lake Champlain* (CG 57)
- USS *Philippine Sea* (CG 58)
- USS *Princeton* (CG 59)
- USS *Normandy* (CG 60)
- USS *Monterey* (CG 61)
- USS Chancellorsville (CG 62)
- USS *Cowpens* (CG 63)
- USS *Gettysburg* (CG 64)
- USS *Chosin* (CG 65)
- USS *Hue City* (CG 66)
- USS *Shiloh* (CG 67)
- USS *Anzio* (CG 68)
- USS *Vicksburg* (CG 69)
- USS *Lake Erie* (CG 70)
- USS *Cape St. George* (CG 71)
- USS *Vella Gulf* (CG 72)
- USS *Port Royal* (CG 73)

USS *Thach* (FFG 43)



Photo by PH2 Jim Vidrine

USS *Shiloh* (CG 67)



Photo by PH1 Wayne Edwards

AMPHIBIOUS ASSAULT

Tarawa-class

USS *Tarawa* (LHA 1)
USS *Saipan* (LHA 2)
USS *Belleau Wood* (LHA 3)
USS *Nassau* (LHA 4)
USS *Peleliu* (LHA 5)

Wasp-class

USS *Wasp* (LHD 1)
USS *Essex* (LHD 2)
USS *Kearsarge* (LHD 3)
USS *Boxer* (LHD 4)
USS *Bataan* (LHD 5)
USS *Bonhomme Richard* (LHD 6)
Iwo Jima (LHD 7)*



Photo by PH2 Arlo Abrahamson

USS *O'Kane* (DDG 77)

DESTROYERS

Spruance-class

USS *Spruance* (DD 963)
USS *Paul F. Foster* (DD 964)
USS *Kinkaid* (DD 965)
USS *Hewitt* (DD 966)
USS *Elliot* (DD 967)
USS *Arthur W. Radford* (DD 968)
USS *Peterson* (DD 969)
USS *Caron* (DD 970)
USS *David R. Ray* (DD 971)
USS *Oldendorf* (DD 972)
USS *John Young* (DD 973)
USS *O'Brien* (DD 975)
USS *Briscoe* (DD 977)
USS *Stump* (DD 978)
USS *Moosbrugger* (DD 980)
USS *John Hancock* (DD 981)
USS *Nicholson* (DD 982)
USS *Cushing* (DD 985)
USS *O'Bannon* (DD 987)
USS *Thorn* (DD 988)
USS *Deyo* (DD 989)
USS *Fife* (DD 991)
USS *Fletcher* (DD 992)
USS *Hayler* (DD 997)

Arleigh Burke-class

USS *Arleigh Burke* (DDG 51)
USS *Barry* (DDG 52)
USS *John Paul Jones* (DDG 53)
USS *Curtis Wilbur* (DDG 54)
USS *Stout* (DDG 55)
USS *John S. McCain* (DDG 56)
USS *Mitscher* (DDG 57)
USS *Laboon* (DDG 58)
USS *Russell* (DDG 59)
USS *Paul Hamilton* (DDG 60)
USS *Ramage* (DDG 61)
USS *Fitzgerald* (DDG 62)
USS *Stethem* (DDG 63)
USS *Carney* (DDG 64)
USS *Benfold* (DDG 65)
USS *Gonzalez* (DDG 66)
USS *Cole* (DDG 67)
USS *The Sullivans* (DDG 68)
USS *Milius* (DDG 69)
USS *Hopper* (DDG 70)
USS *Ross* (DDG 71)
USS *Mahan* (DDG 72)
USS *Decatur* (DDG 73)
USS *McFaul* (DDG 74)
USS *Donald Cook* (DDG 75)
USS *Higgins* (DDG 76)
USS *O'Kane* (DDG 77)
USS *Porter* (DDG 78)
Oscar Austin (DDG 79)*
Roosevelt (DDG 80)*
Winston S. Churchill (DDG 81)*
Lassen (DDG 82)*
Howard (DDG 83)*
Bulkeley (DDG 84)*
McCampbell (DDG 85)*

FRIGATES

Oliver Hazard Perry-class

USS *McInerney* (FFG 8)
USS *Wadsworth* (FFG 9)**
USS *Clark* (FFG 11)**
USS *George Phillip* (FFG 12)**
USS *Samuel Eliot Morison* (FFG 13)**
USS *Sides* (FFG 14)**
USS *Estocin* (FFG 15)**
USS *John A. Moore* (FFG 19)**
USS *Boone* (FFG 28)
USS *Stephen W. Groves* (FFG 29)**
USS *Stark* (FFG 31)
USS *John L. Hall* (FFG 32)
USS *Jarrett* (FFG 33)
USS *Underwood* (FFG 36)
USS *Crommelin* (FFG 37)
USS *Curts* (FFG 38)**
USS *Doyle* (FFG 39)
USS *Halyburton* (FFG 40)
USS *McClusky* (FFG 41)
USS *Klakring* (FFG 42)
USS *Thach* (FFG 43)
USS *DeWert* (FFG 45)
USS *Rentz* (FFG 46)
USS *Nicholas* (FFG 47)
USS *Vandergrift* (FFG 48)
USS *Robert G. Bradley* (FFG 49)
USS *Taylor* (FFG 50)
USS *Gary* (FFG 51)
USS *Carr* (FFG 52)
USS *Hawes* (FFG 53)
USS *Ford* (FFG 54)
USS *Elrod* (FFG 55)
USS *Simpson* (FFG 56)
USS *Reuben James* (FFG 57)
USS *Samuel B. Roberts* (FFG 58)
USS *Kauffman* (FFG 59)
USS *Rodney M. Davis* (FFG 60)
USS *Ingraham* (FFG 61)

*Under Construction
**Naval Reserve Force, Active



USS *Mount Whitney* (LCC 20)

U.S. Navy Photo

AMPHIBIOUS TRANSPORT DOCK

Austin-class

USS *Austin* (LPD 4)
USS *Ogden* (LPD 5)
USS *Duluth* (LPD 6)
USS *Cleveland* (LPD 7)
USS *Dubuque* (LPD 8)
USS *Denver* (LPD 9)
USS *Juneau* (LPD 10)
USS *Shreveport* (LPD 12)
USS *Nashville* (LPD 13)
USS *Trenton* (LPD 14)
USS *Ponce* (LPD 15)

San Antonio-class

San Antonio (LPD 17)*

USS *Boxer* (LHD 4)



Photo by PHAN Richard W. Williams

AMPHIBIOUS DOCK LANDING

Anchorage-class

USS *Anchorage* (LSD 36)
USS *Portland* (LSD 37)
USS *Pensacola* (LSD 38)
USS *Mount Vernon* (LSD 39)

Whidbey Island-class/ *Harpers Ferry*-class

USS *Whidbey Island* (LSD 41)
USS *Germantown* (LSD 42)
USS *Fort McHenry* (LSD 43)
USS *Gunston Hall* (LSD 44)
USS *Comstock* (LSD 45)
USS *Tortuga* (LSD 46)
USS *Rushmore* (LSD 47)
USS *Ashland* (LSD 48)
USS *Harpers Ferry* (LSD 49)
USS *Carter Hall* (LSD 50)
USS *Oak Hill* (LSD 51)
USS *Pearl Harbor* (LSD 52)

USS *Coronado* (AGF 11)



AMPHIBIOUS COMMAND

Blue Ridge- class

USS *Blue Ridge* (LCC 19)
USS *Mount Whitney* (LCC 20)

LaSalle & Coronado-class

USS *LaSalle* (AGF 3)
USS *Coronado* (AGF 11)

Photo by PH3 Kenneth A. Pace



USS *Denver* (LPD 9)

USS *Gunston Hall* (LSD 44)

Photo by PH2 Keith W. Daniel

MINE WARFARE

Avenger-class

USS *Avenger* (MCM 1)**
USS *Defender* (MCM 2)**
USS *Sentry* (MCM 3)**
USS *Champion* (MCM 4)**
USS *Guardian* (MCM 5)
USS *Devastator* (MCM 6)
USS *Patriot* (MCM 7)
USS *Scout* (MCM 8)
USS *Pioneer* (MCM 9)
USS *Warrior* (MCM 10)
USS *Gladiator* (MCM 11)
USS *Ardent* (MCM 12)
USS *Dextrous* (MCM 13)
USS *Chief* (MCM 14)

Iwo Jima-class

USS *Inchon* (MCS 12)**

Osprey-class

USS *Osprey* (MHC 51)
USS *Heron* (MHC 52)**
USS *Pelican* (MHC 53)**
USS *Robin* (MHC 54)**
USS *Oriole* (MHC 55)**
USS *Kingfisher* (MHC 56)**
USS *Cormorant* (MHC 57)**
USS *Black Hawk* (MHC 58)**
USS *Falcon* (MHC 59)**
USS *Cardinal* (MHC 60)**
USS *Raven* (MHC 61)**
USS *Shrike* (MHC 62)

PATROL BOATS

Cyclone-class

USS *Cyclone* (PC 1)
USS *Tempest* (PC 2)
USS *Hurricane* (PC 3)
USS *Monsoon* (PC 4)
USS *Typhoon* (PC 5)
USS *Sirocco* (PC 6)
USS *Squall* (PC 7)
USS *Zephyr* (PC 8)
USS *Chinook* (PC 9)
USS *Firebolt* (PC 10)
USS *Whirlwind* (PC 11)
USS *Thunderbolt* (PC 12)
USS *Shamal* (PC 13)
Tornado (PC 14)*

AMPHIBIOUS TANK LANDING

Newport-class

USS *Frederick* (LST 1184)**
USS *LaMoure County* (LST 1194)**

Photo by PH2 Ted Banks

AUXILIARY SHIPS

Sacramento-class/ *Supply*-class (Fast Combat Support Ships)

USS *Sacramento* (AOE 1)
USS *Camden* (AOE 2)
USS *Seattle* (AOE 3)
USS *Detroit* (AOE 4)
USS *Supply* (AOE 6)
USS *Rainier* (AOE 7)
USS *Arctic* (AOE 8)
USS *Bridge* (AOE 10)

Safeguard-class (Salvage Ships)

USS *Safeguard* (ARS 50)
USS *Grasp* (ARS 51)
USS *Salvor* (ARS 52)
USS *Grapple* (ARS 53)

Emory S. Land-class (Submarine Tenders)

USS *Emory S. Land* (AS 39)
USS *Frank Cable* (AS 40)

*Under Construction
**Naval Reserve Force, Active

USNS SHIPS

T-ACS (Crane Ships)

USNS *Keystone State* (T-ACS 1)
USNS *Gem State* (T-ACS 2)
USNS *Grand Canyon State* (T-ACS 3)
USNS *Gopher State* (T-ACS 4)
USNS *Flickertail State* (T-ACS 5)
USNS *Cornhusker State* (T-ACS 6)
USNS *Diamond State* (T-ACS 7)
USNS *Equality State* (T-ACS 8)
USNS *Green Mountain State* (T-ACS 9)
USNS *Beaver State* (T-ACS 10)

T-AE (Ammunition Ships)

USNS *Kilauea* (T-AE 26)
USNS *Butte* (T-AE 27)
USNS *Santa Barbara* (T-AE 28)
USNS *Flint* (T-AE 32)
USNS *Shasta* (T-AE 33)
USNS *Mount Baker* (T-AE 34)
USNS *Kiska* (T-AE 35)

T-AFS (Combat Stores Ships)

USNS *Niagara Falls* (T-AFS 3)
USNS *Concord* (T-AFS 5)
USNS *San Jose* (T-AFS 7)
USNS *Sirius* (T-AFS 8)
USNS *Spica* (T-AFS 9)
USNS *Saturn* (T-AFS 10)

T-AG (Missile Range Instrumentation Ship)

USNS *Hayes* (T-AG 195)

T-AGM (Special Mission Ship)

USNS *Observation Island* (T-AGM 23)

T-AGS (Special Mission Ship)

USNS *Waters* (T-AGS 45)

T-AGOS (Ocean Surveillance Ships)

USNS *Stalwart* (T-AGOS 1)
USNS *Vindicator* (T-AGOS 3)
USNS *Persistent* (T-AGOS 6)
USNS *Indomitable* (T-AGOS 7)
USNS *Prevail* (T-AGOS 8)
USNS *Assertive* (T-AGOS 9)
USNS *Bold* (T-AGOS 12)
USNS *Capable* (T-AGOS 16)
USNS *Victorious* (T-AGOS 19)
USNS *Able* (T-AGOS 20)
USNS *Effective* (T-AGOS 21)
USNS *Loyal* (T-AGOS 22)
USNS *Impeccable* (T-AGOS 23)

T-AGS (Oceanographic Survey Ships)

USNS *Kane* (T-AGS 27)
USNS *John McDonnell* (T-AGS 51)
USNS *Littlehales* (T-AGS 52)
USNS *Pathfinder* (T-AGS 60)
USNS *Sumner* (T-AGS 61)
USNS *Bowditch* (T-AGS 62)
USNS *Henson* (T-AGS 63)
USNS *Bruce Heezen* (T-AGS 64)

T-AH (Hospital Ships)

USNS *Mercy* (T-AH 19)
USNS *Comfort* (T-AH 20)

T-AK (Flo/Flo Ships)

USNS *American Cormorant* (T-AK 2062)
USNS *Strong Virginian* (T-AK 9205)

T-AK (Lighter Aboard Ships)

USNS *Jeb Stuart* (T-AK 924)
USNS *Green Valley* (T-AK 2049)
USNS *Green Harbour* (T-AK 2064)
USNS *Cape Fear* (T-AK 5061)
USNS *Cape Flattery* (T-AK 5070)
USNS *Cape Florida* (T-AK 5071)
USNS *Cape Farewell* (T-AK 5073)

T-AK (Maritime Pre-positioning Ships)

USNS *CPL Louis J. Hauge Jr.* (T-AK 3000)
USNS *PFC William B. Baugh* (T-AK 3001)
USNS *PFC James Anderson Jr.* (T-AK 3002)
USNS *1ST LT Alex Bonneyman* (T-AK 3003)
USNS *PVT Franklin J. Phillips* (T-AK 3004)
USNS *SGT Matej Kocak* (T-AK 3005)
USNS *PFC Eugene A. Obregon* (T-AK 3006)
USNS *MAJ Stephen W. Pless* (T-AK 3007)
USNS *2ND LT John P. Bobo* (T-AK 3008)
USNS *PFC Dewayne T. Williams* (T-AK 3009)
USNS *1ST LT Baldomero Lopez* (T-AK 3010)
USNS *1ST LT Jack Lummus* (T-AK 3011)
USNS *SGT William R. Button* (T-AK 3012)
USNS *1ST LT Harry L. Martin* (T-AK 3015)
USNS *Lance CPL Roy M. Wheat* (T-AK 3016)

T-AK (Container Ships)

USNS *Captain Steven L. Bennett* (T-AK 4296)
USNS *LTC Calvin P. Titus* (T-AK 5089)
USNS *SP5 Eric G. Gibson* (T-AK 5091)

T-AK (Freighters)

USNS *Green Wave* (T-AK 2050)
USNS *Green Ridge* (T-AK 9655)
USNS *Buffalo Soldier* (T-AK 9881)

T-AK (Combination Ship)

USNS *Maersk Constellation* (T-AK 9656)

T-AKR (Fast Sealift Ships)

USNS *Algol* (T-AKR 287)
USNS *Bellatrix* (T-AKR 288)
USNS *Denebola* (T-AKR 289)
USNS *Pollux* (T-AKR 290)
USNS *Altair* (T-AKR 291)
USNS *Regulus* (T-AKR 292)
USNS *Capella* (T-AKR 293)
USNS *Antares* (T-AKR 294)

T-AKR 295 (LMSRs)

USNS *Shughart* (T-AKR 295)
USNS *Gordon* (T-AKR 296)
USNS *Yano* (T-AKR 297)
USNS *Gilliland* (T-AKR 298)
USNS *Soderman* (T-AKR 299)
USNS *Bob Hope* (T-AKR 300)
USNS *Fisher* (T-AKR 301)
USNS *Seay* (T-AKR 302)
USNS *Mendonca* (T-AKR 303)
USNS *Tililaau* (T-AKR 304)
USNS *Brittin* (T-AKR 305)
USNS *Watson* (T-AKR 310)
USNS *Sisler* (T-AKR 311)
USNS *Dahl* (T-AKR 312)
USNS *Red Cloud* (T-AKR 313)
USNS *Charlton* (T-AKR 314)
USNS *Watkins* (T-AKR 315)
USNS *Pomeroy* (T-AKR 316)

USS *Monongahela* (AO 178)



Photo by PH3 Jason D. Malcom



Photo by PH1 James F. Slaughenhaupt

USNS *Comfort* (T-AH 20), USNS *Laramie* (AO 203)

T-AO (Oilers)

USNS *Kanawha* (T-AO 96)
USNS *John Lenthall* (T-AO 189)
USNS *Walter S. Diehl* (T-AO 193)
USNS *John Ericsson* (T-AO 194)
USNS *Leroy Grumman* (T-AO 195)
USNS *Pecos* (T-AO 197)
USNS *Big Horn* (T-AO 198)
USNS *Tippecanoe* (T-AO 199)
USNS *Guadalupe* (T-AO 200)
USNS *Patuxent* (T-AO 201)
USNS *Yukon* (T-AO 202)
USNS *Laramie* (T-AO 203)
USNS *Rappahannock* (T-AO 204)

T-AOT (Common User Tankers)

USNS *Nodaway* (T-AOT 78)
USNS *Alatna* (T-AOT 81)
USNS *Chattahoochee* (T-AOT 82)
USNS *Valiant* (T-AOT 94A)
USNS *Mission Buenaventura* (T-AOT 1012)
USNS *Gus W. Darnell* (T-AOT 1121)
USNS *Paul Buck* (T-AOT 1122)
USNS *Samuel L. Cobb* (T-AOT 1123)
USNS *Richard G. Matthiesen* (T-AOT 1124)
USNS *Lawrence H. Gianella* (T-AOT 1125)
USNS *Allegiance* (T-AOT 1201)
USNS *Mission Capistrano* (T-AOT 5005)
USNS *American Osprey* (T-AOT 5074)
USNS *Mount Washington* (T-AOT 5076)
USNS *Chesapeake* (T-AOT 5084)

T-AOT (Afloat Prepositioning Tankers)

USNS *Potomac* (T-AOT 181)
USNS *Henry J. Kaiser* (T-AOT 187)
USNS *Petersburg* (T-AOT 5075)

T-AP (Troop Ships)

USNS *Empire State* (T-AP 1001)

T-ARC (Cable Repair Ship)

USNS *Zeus* (T-ARC 7)

T-ATF (Fleet Ocean Tugs)

USNS *Catawba* (T-ATF 168)
USNS *Navajo* (T-ATF 169)
USNS *Mohawk* (T-ATF 170)
USNS *Sioux* (T-ATF 171)
USNS *Apache* (T-ATF 172)

T-AVB (Aviation Maintenance Logistics Ships)

USNS *Wright* (T-AVB 3)
USNS *Curtiss* (T-AVB 4)

T-AKR 5051 (Roll-on/Roll-off Ships)

USNS *Comet* (T-AKR 7)
USNS *Meteor* (T-AKR 9)
USNS *Cape Island* (T-AKR 10)
USNS *Cape Intrepid* (T-AKR 11)
USNS *Cape Texas* (T-AKR 112)
USNS *Adm Wm. M. Callaghan* (T-AKR 1001)
USNS *Cape Orlando* (T-AKR 2044)
USNS *Cape Ducato* (T-AKR 5051)
USNS *Cape Douglas* (T-AKR 5052)
USNS *Cape Isabel* (T-AKR 5062)
USNS *Cape May* (T-AKR 5063)
USNS *Cape Mendocino* (T-AKR 5064)
USNS *Cape Mohican* (T-AKR 5065)
USNS *Cape Hudson* (T-AKR 5066)
USNS *Cape Henry* (T-AKR 5067)
USNS *Cape Horn* (T-AKR 5068)
USNS *Cape Edmont* (T-AKR 5069)
USNS *Cape Lambert* (T-AKR 5077)
USNS *Cape Lobos* (T-AKR 5078)
USNS *Cape Knox* (T-AKR 5082)
USNS *Cape Kennedy* (T-AKR 5083)
USNS *Cape Vincent* (T-AKR 9666)
USNS *Cape Rise* (T-AKR 9678)
USNS *Cape Ray* (T-AKR 9679)
USNS *Cape Victory* (T-AKR 9701)
USNS *Cape Trinity* (T-AKR 9711)
USNS *Cape Race* (T-AKR 9960)
USNS *Cape Washington* (T-AKR 9961)
USNS *Cape Wrath* (T-AKR 9962)

T-AK (Ready Reserve Force Ships)

USNS *Northern Light* (T-AK 284)
USNS *Cape Nome* (T-AK 1014)
USNS *Pioneer Commander* (T-AK 2016)
USNS *Pioneer Contractor* (T-AK 2018)
USNS *Gulf Trader* (T-AK 2036)
USNS *Cape Girardeau* (T-AK 2039)
USNS *Gulf Banker* (T-AK 2044)
USNS *Banner* (T-AK 5008)
USNS *Cape Ann* (T-AK 5008)
USNS *Cape Alexander* (T-AK 5010)
USNS *Cape Archway* (T-AK 5011)
USNS *Cape Alava* (T-AK 5012)
USNS *Cape Avinof* (T-AK 5013)
USNS *Lake* (T-AK 5016)
USNS *Scan* (T-AK 5018)
USNS *Courier* (T-AK 5019)
USNS *Cape John* (T-AK 5022)
USNS *Cape Jacob* (T-AK 5029)
USNS *Cape Chalmers* (T-AK 5036)
USNS *Cape Cod* (T-AK 5041)
USNS *Cape Gibson* (T-AK 5051)
USNS *Cape Breton* (T-AK 5056)
USNS *Cape Bover* (T-AK 5057)
USNS *Cape Borda* (T-AK 5058)
USNS *Cape Bon* (T-AK 5059)
USNS *Cape Blanco* (T-AK 5060)
USNS *Cape Catawba* (T-AK 5074)
USNS *Cape Johnson* (T-AK 5075)
USNS *Cape Juby* (T-AK 5077)

*Under Construction
**Naval Reserve Force, Active

BALLISTIC MISSILE SUBMARINES

Ohio-class

USS *Ohio* (SSBN 726)
USS *Michigan* (SSBN 727)
USS *Florida* (SSBN 728)
USS *Georgia* (SSBN 729)
USS *Henry M. Jackson* (SSBN 730)
USS *Alabama* (SSBN 731)
USS *Alaska* (SSBN 732)
USS *Nevada* (SSBN 733)
USS *Tennessee* (SSBN 734)
USS *Pennsylvania* (SSBN 735)
USS *West Virginia* (SSBN 736)
USS *Kentucky* (SSBN 737)
USS *Maryland* (SSBN 738)
USS *Nebraska* (SSBN 739)
USS *Rhode Island* (SSBN 740)
USS *Maine* (SSBN 741)
USS *Wyoming* (SSBN 742)
USS *Louisiana* (SSBN 743)



Photo by PH1 Michael J. Rinaldi

USS *Maine* (SSBN 741)



U.S. Navy photo

USS *Seawolf* (SSN 21)



DSRV *Avalon*

U.S. Navy Photo

Photo by PH2 David C. Duncan



USS *Columbus* (SSN 762)

ATTACK SUBMARINES

Seawolf-class

USS *Seawolf* (SSN 21)
USS *Connecticut* (SSN 22)
Jimmy Carter (SSN 23)*

Virginia-class

Virginia (SSN 774)*
Texas (SSN 775)*

Los Angeles-class

USS *Los Angeles* (SSN 688)
USS *Philadelphia* (SSN 690)
USS *Memphis* (SSN 691)
USS *Bremerton* (SSN 698)
USS *Jacksonville* (SSN 699)
USS *Dallas* (SSN 700)
USS *La Jolla* (SSN 701)
USS *City of Corpus Christi* (SSN 705)
USS *Albuquerque* (SSN 706)
USS *Portsmouth* (SSN 707)
USS *Minneapolis-St. Paul* (SSN 708)
USS *Hyman G. Rickover* (SSN 709)
USS *Augusta* (SSN 710)
USS *San Francisco* (SSN 711)
USS *Houston* (SSN 713)
USS *Norfolk* (SSN 714)
USS *Buffalo* (SSN 715)
USS *Salt Lake City* (SSN 716)
USS *Olympia* (SSN 717)
USS *Honolulu* (SSN 718)
USS *Providence* (SSN 719)
USS *Pittsburgh* (SSN 720)
USS *Chicago* (SSN 721)
USS *Key West* (SSN 722)
USS *Oklahoma City* (SSN 723)
USS *Louisville* (SSN 724)
USS *Helena* (SSN 725)
USS *Newport News* (SSN 750)
USS *San Juan* (SSN 751)
USS *Pasadena* (SSN 752)
USS *Albany* (SSN 753)
USS *Topeka* (SSN 754)
USS *Miami* (SSN 755)
USS *Scranton* (SSN 756)
USS *Alexandria* (SSN 757)
USS *Asheville* (SSN 758)
USS *Jefferson City* (SSN 759)
USS *Annapolis* (SSN 760)
USS *Springfield* (SSN 761)
USS *Columbus* (SSN 762)
USS *Santa Fe* (SSN 763)
USS *Boise* (SSN 764)
USS *Montpelier* (SSN 765)
USS *Charlotte* (SSN 766)
USS *Hampton* (SSN 767)
USS *Hartford* (SSN 768)
USS *Toledo* (SSN 769)
USS *Tucson* (SSN 770)
USS *Columbia* (SSN 771)
USS *Greeneville* (SSN 772)
USS *Cheyenne* (SSN 773)

Sturgeon-class

USS *Parche* (SSN 683)
USS *L. Mendel Rivers* (SSN 686)

Benjamin Franklin-class

USS *Kamehameha* (SSN 642)
(ex-SSBN 642)

*Under Construction

DEEP SUBMERGENCE VEHICLES

Deep Submergence Rescue Vehicles

DSRV *Mystic*
DSRV *Avalon*

Submersible Research Vehicles

Submarine NR-1 (Nuclear)
USS *Dolphin* (AGSS 555)

Aircraft Carriers

Photo by PH1 Spike Call

Photo by PH3 Brian Fieske

Photo by PHAN Joseph Streyel

Photo by PH3 Brian Fieske

Photo by PH3 Joseph Hendricks

Nimitz-class	Enterprise-class
USS *Nimitz* (CVN 68)	USS *Enterprise* (CVN 65)
USS *Dwight D. Eisenhower* (CVN 69)	
USS *Carl Vinson* (CVN 70)	**Kitty Hawk- and John F. Kennedy-classes**
USS *Theodore Roosevelt* (CVN 71)	
USS *Abraham Lincoln* (CVN 72)	USS *Kitty Hawk* (CV 63)
USS *George Washington* (CVN 73)	USS *Constellation* (CV 64)
USS *John C. Stennis* (CVN 74)	USS *John F. Kennedy* (CV 67)**
USS *Harry S. Truman* (CVN 75)	
Ronald Reagan (CVN 76)*	

Photo by PH3 Sammy Dallal





Photo by PH3 Matthew [illegible]



*Under Construction
**Naval Reserve Force, Active



Photo by LT Stephen Kay

F/A-18 *HORNET*

The F/A-l8 is an all-weather, attack aircraft that can also be used as a fighter. In its fighter mode, the F/A-l8 is used primarily as an escort and for fleet air defense. In its attack mode, it is used for force projection, interdiction and close air support
WINGSPAN: 37.5 ft.
LENGTH: 56 ft.
HEIGHT: 15 ft., 3.5 in.
SPEED: Mach 1.8+
RANGE: 290 nm
ARMAMENT: 20mm MK-61 *Vulcan* cannon; *Sparrow III* and *Sidewinder* air-to-air missiles; laser-guided and general purpose bombs; *Harpoon* and *HARM*
CREW: 1 or 2

F/A-18E/F *SUPER HORNET*

The F/A-l8E/F will provide the carrier battle group with a strike fighter that has significant growth potential and increased range, endurance and ordnance-carrying capabilities. It will eventually replace the F-14 on carrier decks.
WINGSPAN: 44 ft., 8.5 in.
LENGTH: 60 ft., 1.25 in.
HEIGHT: 16 ft.
WEIGHT: 66,000 lbs. maximum takeoff
SPEED: Mach 1.8+
CEILING: 50,000 ft.
RANGE: 462 nm
ARMAMENT: 20mm MK-61 Vulcan cannon; *Sidewinder, Sparrow* and *AMRAAM* air-to-air missiles; *Maverick, Harpoon, Shrike, HARM, SLAM, SLAM-ER*, Joint Standoff Weapon *(JSOW)* and Joint Direct Attack Munition *(JDAM)*; *Walleye* and other bombs and rockets
CREW: 1 or 2



Photo by PHAN Christmann

F/A-18 *Hornet*



Photo by PH3 Brian Fleske

CARRIER-BASED

F-14 *TOMCAT*

The F-I4 is a supersonic, twin-engine, variable sweep-wing fighter designed to attack and destroy enemy aircraft at night and in all weather conditions. The F-I4 can track up to 24 targets simultaneously with its advanced weapons control system and engage any of them with one of its six *Phoenix* missiles while continuing to scan the airspace.
WINGSPAN: 64 ft., 1.5 in.
LENGTH: 62 ft., 8 in.
HEIGHT: 16 ft.
WEIGHT: 74,349 lbs. maximum takeoff
SPEED: Mach 1.88
CEILING: 50,000 ft.
RANGE: 1,600 nm (with external fuel)
ARMAMENT: 20mm MK-61 *Vulcan* cannon; *Sparrow, Sidewinder* and *Phoenix* air-to-air missiles; laser-guided and general purpose bombs
CREW: 2 (one pilot, one radar intercept officer)



Photo by PH3 Joseph Hendricks

F-14 *Tomcat*

EA-6B *PROWLER*

The EA-6B, a twin-engine, mid-wing aircraft designed for carrier and advanced base operations, is used to provide an umbrella of protection for strike aircraft by jamming enemy radar, electronic data links and communications. The EA-6B is a fully integrated electronic warfare system, combining long-range, all-weather capabilities with advanced electronic countermeasures.
WINGSPAN: 53 ft.
LENGTH: 59 ft., 10 in.
HEIGHT: 16 ft., 3 in.
WEIGHT: 65,000 lbs. maximum takeoff
SPEED: 622 mph
CEILING: 41,200 ft.
COMBAT RANGE: 955 nm
ARMAMENT: *HARM*
CREW: 4 (one pilot, three electronic warfare officers)



U.S. Navy photo



EA-6B *Prowler*



S-3B *Viking*

S-3B *VIKING*

The S-3B, a jet aircraft used for anti-submarine and anti-surface warfare, is extremely versatile and can be equipped for tanking, mining and limited electronic surveillance.
WINGSPAN: 68 ft., 8 in.
LENGTH: 53 ft., 4 in.
HEIGHT: 22 ft., 9 in.
WEIGHT: 52,539 lbs. maximum design gross weight
SPEED: 518 mph
CEILING: more than 35,000 ft.
RANGE: more than 2,000 nm (combat)
ARMAMENT: torpedoes, bombs, *Harpoon* and *Maverick*
CREW: 4 (one pilot, two flight officers and one sensor operator)



C-2A *Greyhound*

E-2C *HAWKEYE*

The E-2C is the Navy's all-weather, carrier-based tactical warning and control system aircraft. It provides airborne early warning and command and control functions for the battle group. Additional missions include: surface surveillance coordination, strike and interceptor control, search and rescue guidance and communications relay.
WINGSPAN: 80 ft., 7 in.
LENGTH: 57 ft., 8.75 in.
HEIGHT: 18 ft., 3.75 in.
WEIGHT: 53,288 lbs. maximum takeoff
SPEED: 389 mph
CEILING: 37,000 ft.
RANGE: 1,541 nm (ferry range)
CREW: 5 (two pilots, three mission systems operators)

C-2A *Greyhound*

The C-2A is the principal aircraft used for COD (carrier on-board delivery) of personnel and materiel. It can deliver a payload of up to 10,000 lbs.
WINGSPAN: 80.5 ft.
LENGTH: 57 ft., 10 in.
HEIGHT: 15 ft., 10.5 in.
WEIGHT: 57,000 lbs. maximum takeoff
SPEED: 310 mph
CEILING: 33,500 ft.
RANGE: more than 1,040 nm (with freight)
CREW: 3 (one pilot, one co-pilot, one flight engineer)



E-2C airborne early warning (AEW) *Hawkeye 2000*

U.S. Navy photo

SHORE-BASED



U.S. Navy Photo

EP-3E *Orion*

E-6A *MERCURY*

The E-6A provides secure, survivable, jam-resistant strategic communications while performing the Navy's TACAMO mission. The E-6B program has been established to upgrade TACAMO operational capabilities and will perform both the TACAMO and airborne command post mission with installed equipment.
WINGSPAN: 148 ft., 2 in.
LENGTH: 152 ft., 11 in.
HEIGHT: 42 ft., 5 in.
WEIGHT: 341,000 lbs. maximum takeoff
SPEED: 523 mph
CEILING: 42,000 ft.
RANGE: 6,400 nm (E-6A); 5,500 nm (E-6B)
CREW: 18 (E-6A); 23 (E-6B)

P-3/C *Orion*/EP-3E *Orion (Aries II)*

The P-3, a land-based, long-range patrol aircraft, has been in the Navy since the l960s. Both versions provide multi-mission intelligence, surveillance, reconnaissance and combat capability to theater commanders worldwide.
WINGSPAN: 99 ft., 8 in.
LENGTH: 116 ft., 10 in.
HEIGHT: 33 ft., 8.5 in.
WEIGHT: 146,000 lbs. maximum permissable
SPEED: 473 mph
CEILING: 28,300 ft.
RANGE: 1,346 nm with three hours on station
ARMAMENT: *Harpoon* and *Maverick*; torpedoes; mines
CREW: 10 (three pilots, three flight officers/engineers, three sensor operators, one in-flight technician)

C-9B/DC-9 *SKYTRAIN II*

The C-9B is used for fleet logistics support and military sealift.
WINGSPAN: 93 ft., 5 in.
LENGTH: 119 ft., 3.5 in.
HEIGHT: 27.5 ft.
WEIGHT: 121,000 lbs. maximum takeoff
SPEED: 575 mph
RANGE: 2,185 nm
CREW: 5 (one pilot, one co-pilot, one crew chief, two attendants and 90 passengers)

ES-3 *SHADOW*

The ES-3 is a carrier-based, subsonic, all-weather, long-range, jet aircraft used to collect and disseminate tactical reconnaissance information.
WINGSPAN: 68 ft., 8 in.
LENGTH: 53 ft., 4 in.
HEIGHT: 22 ft., 9 in.
WEIGHT: 52,539 lbs. maximum takeoff
SPEED: 500 knots
CEILING: more than 35,000 ft.
RANGE: more than 2,000 nm (combat)
CREW: 4

C-130 *HERCULES*

The C-130 is probably the most versatile tactical transport aircraft ever built. Its uses have been almost limitless: transport, electronic surveillance, search and rescue, space-capsule recovery, helicopter refueling, gunship and special cargo delivery.
WINGSPAN: 132 ft., 7 in.
LENGTH: 97 ft., 9 in.
HEIGHT: 38 ft., 10 in.
WEIGHT: 175,000 lbs. maximum takeoff
SPEED: 400 mph maximum
CEILING: 28,000 ft.
RANGE: 4,460 nm
CREW: 4 (two pilots, one navigator, one loadmaster)

C-12 *HURON*

The UC-12B/F/M *Huron* is a utility transport, equipped with high floatation landing gear and tip tanks. The UC-12F and UC-12M models also have hydraulically retractable landing gear.
WINGSPAN: 54 ft., 6 in.
LENGTH: 43 ft., 9 in.
HEIGHT: 15 ft.
WEIGHT: 12,500 lbs. maximum takeoff
SPEED: 298 mph maximum
CEILING: more than 35,000 ft.
RANGE: 1,965 nm
CREW: pilot only (or crew of two side by side)

TRAINERS

T-34C *TURBOMENTOR*

The T-34C is the Navy's aircraft for primary pilot and navigator training. Six training squadrons are equipped with the *Turbomentor*. As of mid-1998, 313 T-34Cs remained in service, along with one NT-34C developmental aircraft. The Raytheon T-6A *Texan* TI will replace the T-34C beginning in 2003.
WINGSPAN: 33 ft., 4 in.
LENGTH: 28 ft., 8.5 in.
HEIGHT: 9 ft., 11 in.
WEIGHT: 4,274 lbs. maximum takeoff
SPEED: 288 mph
RANGE: 650 nm
CEILING: more than 30,000 ft.
CREW: 2 (one instructor, one student)

T-45A *GOSHAWK*

The T-45A *Goshawk*, a carrier-capable trainer aircraft, is replacing the T-2C *Buckeye* and TA–4J *Skyhawk* as the Navy's strike trainer. The Navy has 187 T-45s in service.
WINGSPAN: 30 ft., 9.75 in.
LENGTH: 39 ft., 4 in.
HEIGHT: 14 ft.
WEIGHT: 14,081 lbs. maximum takeoff
SPEED: 625 mph
RANGE: 826 nm
CEILING: 40,000 ft.
CREW: 2 (one instructor, one student)

T-2 *BUCKEYE*

The T-2 is a two-seat trainer used to school pilots and flight officers in basic and intermediate strike training.
WINGSPAN: 38 ft., 1.5 in.
LENGTH: 38 ft., 3.5 in.
HEIGHT: 14 ft., 9.5 in.
WEIGHT: 13,179 lbs. maximum takeoff
SPEED: 522 mph
RANGE: 909 nm
CEILING: 40,400 ft.
CREW: 2 (one instructor, one student)

T-44A *PEGASUS*

The T-44A is used to train Navy and Air Force pilots to fly multi-engine, turbo-prop aircraft such as the P-3 and the C-130.
WINGSPAN: 45 ft., 10.75 in.
LENGTH: 39 ft., 9.5 in.
HEIGHT: 15 ft., 1.75 in.
WEIGHT: 10,950 lbs. maximum takeoff
SPEED: 267 mph
RANGE: 960 nm
CEILING: 31,000 ft.
CREW: 2 (one instructor, one student)

TA-4J *SKYHAWK*

The TA-4J two-seat trainer version of the famous A-4 *Skyhawk* attack aircraft serves on in one training squadron and one fleet composite squadron. As of mid-1998, 51 TA-4Js remained in service. The *Skyhawk* is being replaced in the pilot training role by the T-45A/C *Goshawk*.
WINGSPAN: 27 ft., 6 in.
LENGTH: 40 ft., 3.25 in.
HEIGHT: 15 ft.
WEIGHT: 24,500 lbs. maximum takeoff
SPEED: 675 mph
RANGE: 1,785 nm
CREW: 2 (one instructor, one student)

T-39N *SABRELINER*

The seven T-39N *Sabreliners* in service are used to train naval flight officers in radar navigation and airborne radar-intercept procedures. These aircraft, replaced the Cessna T-47A during the early 1990s; the T-47As had replaced earlier T-39Ds in the training role. One T-39D rapid-response airlift *Sabreliner* remained in service as of mid-1998.
WINGSPAN: 44 ft., 5.25 in.
LENGTH: 48 ft., 4 in.
HEIGHT: 16 ft.
WEIGHT: 20,000 lbs. maximum takeoff
SPEED: Mach .8
RANGE: 1,777 nm
CEILING: 27,000 ft.
CREW: 2 (one instructor, one student)

HELICOPTERS

SH/HH-60 *SEAHAWK*

The SH-60E is a twin-engine helicopter used for anti-submarine warfare, search and rescue, drug interdiction, anti-ship warfare, cargo lift and special operations. The SH-60B is an airborne platform based aboard cruisers, destroyers and frigates, that deploys sonobuoys and torpedoes in an anti-submarine role while extending the range of the ship's radar capabilities. The SH-60F is carrier based. The HH-60A is designed to accomplish today's combat search and rescue mission as well as other replenishment and utility functions.
LENGTH: 40 ft., 11 in. (rotors and tail pylon folded)
HEIGHT: 17 ft.
WEIGHT: 21,884 lbs. maximum takeoff
SPEED: 169 mph
RANGE: 380 nm
ARMAMENT: MK46/50 torpedoes (SH-60B/F); 7.62mm or .50-caliber machine guns (SH-60B); *Hellfire* and *Penguin* air-to-surface missiles
CREW: 3 (two pilots, one crewman (SH-60B); or 4 (two pilots, two crewmen (SH-60F).

CH-46 *Sea Knight*

The CH-46D is a tandem-rotor transport helicopter designed for both land- and sea-based operations. It can accommodate 25 passengers or 15 litters, with two medical attendants or 10,000 lbs. of sling-loaded cargo.
LENGTH: 84.3 ft.
HEIGHT: 16.7 ft.
WEIGHT: 23,000 lbs. maximum takeoff
SPEED: 162 mph
CEILING: 10,000 ft.
RANGE: 150 nm
CREW: 3 (two pilots, one crewman)

SH-3 *SEA KING*

The first version of this workhorse anti-submarine warfare helicopter was flown more than 38 years ago. The H-3's versatility was emphasized during Operation *Desert Shield/Desert Storm* when 36 *Sea Kings*, flying from carriers, logged more than 5,000 hours conducting combat SAR, special operations, maritime interdiction operations, logistics support and mine hunting. The SH-3H has been replaced in the fleet by SH-60F and HH-60H aircraft. The UH-3Hs are programmed to be replaced by the CH-60 version of the Sikorsky *Blackhawk/Seahawk*.
LENGTH: 72 ft., 8 in
HEIGHT: 16 ft., 10 in.
WEIGHT: 21,000 lbs. maximum takeoff
SPEED: 166 mph
CEILING: 14,700 ft.
RANGE: 542 nm
ARMAMENT: MK46/50 torpedoes, 7.62mm machine guns
CREW: 3 to 4 (two pilots, 1 to 2 crewmen)



Photo by PHAN Joseph Strevel

CH-46 *Sea Knight*

H-3H *Sea King*



Photo by PM1 Michael Rinaldi

TH-57 *SEA RANGER*

The TH-57 *Sea Ranger* is used to train several hundred student naval aviators with 45 TH-57Bs (for primary visual flight rules training) and 71 TH-57Cs (for advanced instrument flight rules training) in two helicopter training squadrons at NAS Whiting Field, Milton, Fla. Two TH-57Cs configured for RDT&E are used for photo, chase and utility missions at the Naval Air Warfare Center Aircraft Division at Patuxent River, Md.
LENGTH: 39 ft.
HEIGHT: 10 ft.
WEIGHT: 3,200 lbs. maximum takeoff
SPEED: 138 mph
CEILING: 20,000 ft., pressure altitude
RANGE: 368 nm
CREW: 5 (one pilot, four student pilots)

MH-53E *SEA DRAGON*

The MH-53E, a mine-countermeasures derivative of the CH-53E Super Stallion, is heavier and has a greater fuel capacity than the Super Stallion. Capable of transporting up to 55 troops, the MH-53E can carry a 16-ton payload 50 nautical miles, or a 10-ton payload 500 nautical miles. In its primary mission of airborne mine countermeasures, the MH-53E is capable of towing a variety of mine-countermeasures systems.
LENGTH: 99 ft. (rotors turning)
HEIGHT: 29 ft.,5 in. (tail rotor turning)
WEIGHT: 73,500 lbs. maximum takeoff
SPEED: 196 mph
CEILING: 18,500 ft.
RANGE: 1,120 nm
CREW: 3 to 8 (two pilots, 1 to 6 crewmen)

SH-2G *SEASPRITE*

The SH-2G *Seasprite* first flew in 1959 and served long as a utility and search-and-rescue helicopter and later as the first light airborne multipurpose system (LAMPS) helicopter.
LENGTH: 38 ft., 4 in. (nose and blades folded)
HEIGHT: 15 ft., 6 in. (rotors turning)
WEIGHT: 12,800 lbs. normal takeoff
SPEED: 165 nm
CEILING: 22,500 ft.
RANGE: 367 nm
ARMAMENT: MK46/50 torpedoes; 7.62mm machine guns
CREW: 3 (two pilots, one sensor operator)

Information provided by Seapower Magazine, *CNO (N88) and NAS Patuxent River, Md.; Jane's All the World's Aircraft, various editions.*

As the world's most dominant fighting force, the U.S. Navy employs a wide variety of modern weapons and weapon systems. From missiles to guns to bombs, Sailors are using cutting-edge technology to put ordnance on target.



U.S. Navy photo

Tomahawk

STRATEGIC STRIKE

Trident I (C-4)

The *Trident I* replaced the *Poseidon* in the Navy's ballistic missile inventory. It became operational in 1978 and is carried on *Ohio*-class ballistic missile submarines.
DIMENSIONS: 74 x 408 in.
WEIGHT: 70,000 lbs.
WARHEAD: Eight 100-kT MK 4 MIRV
PROPULSION: Solid-fuel rocket
RANGE: 4,350 nm
MANUFACTURER: Lockheed-Martin

Trident II (D-5)

Larger and with longer range than the *Trident I*, the *Trident II* was first tested aboard a submarine in August 1989 and deployed in 1990.
DIMENSIONS: 83 x 528 in.
WEIGHT: 130,000 lbs.
WARHEAD: Eight to 12 MK 5 RV or 14 150-kT MIRV or 7 300-kT MARV
PROPULSION: Three-stage, solid-fuel rocket
RANGE: 6,000 nm
Manufacturer: Lockheed-Martin

UNGUIDED BOMBS/AIR-LAUNCHED ROCKETS

MK 80 Series

The MK 80 series was developed in the late 1940s and has been the standard for Navy bombs ever since. The Mark (MK) number designates the weight of the bomb. Many other designations *(Paveway, Snakeye, Ballute)* use the standard MK 80 series bombs with guidance system kits to customize them for specific missions and purposes.

MK 81
(250 lbs.; 9 x 76.1 in.)
MK 82
(500 lbs.; 10.8 x 90.9 in.)
MK 83
(1,000 lbs.; 14 x 110.9 in.)
MK 84
(2,000 lbs.; 18 x 154 in.)

STRIKE/ANTI-SURFACE WARFARE (ASUW)

Harpoon



U.S. Navy photo

Joint Stand-Off Weapon (JSOW)

Planned to replace the *Paveway, Skipper* and *Maverick* laser-guided weapons. Designed as a drop-and-forget weapon to protect delivery aircraft.
DIMENSIONS: 13.26 w x 17.4 h x 160 l; 106 in. wing span
WEIGHT: 1,065 lbs.
WARHEAD: BLU-97 or BLU-108 bomblets
PROPULSION: Unpowered; glide range of 15 nm (low alt.), 40 nm (high alt.); in excess of 120 nm if powered
MANUFACTURER: Raytheon

Paveway Laser-Guided Bomb

The *Paveway* series was developed to increase the accuracy of laser-guided bombs. All employ standard MK 80 series bombs with *Paveway* kits attached to guide the explosives to their targets. The first of the *Paveway* series entered the fleet in 1968.

HARM (High-Speed Anti-Radar Missile)

The standard anti-radar missile in the U.S. inventory. Used as both a strike-protection and anti-ship weapon. First deployed aboard USS *Kitty Hawk* (CV 63) in January 1984. First used in combat in April 1986 during raids on Libya.
DIMENSIONS: 10m x 13 ft. 7 in. x 44 in. wing span
WEIGHT: 798 lbs.
WARHEAD: 146 lbs.
RANGE: Depends on launch speed/altitude
PROPULSION: Dual-thrust rocket motor (Mach 2+)
MANUFACTURER: Raytheon

Harpoon/SLAM/SLAM-ER

The *Harpoon*, *Stand-Off Land Attack (SLAM)*, and *Stand-Off Land Attack - Extended Response (SLAM-ER)* missiles are derivatives from the original *Harpoon*, which was conceived in 1965.

HARPOON: Air, surface/submarine-launched, anti-ship, all-weather cruise missile. Originally designed as an air-to-surface missile for the P-3 *Orion*, the *Harpoon*, which entered service in 1977, can now be carried by virtually all naval platforms.

DIMENSIONS: 12.6 ft. long - air launched; 15.2 ft. long - surface and submarine launched.
WEIGHT: 1,160 lbs. (air launch), 1,459 lbs. (ASROC launcher), 1,520 lbs. (SAM launcher), 1,523 lbs. (capsule/canister launch)
SPEED: High subsonic speeds
WARHEAD: 488.5 lbs. HE (blast; semi-armor piercing)

PROPULSION: Turboject (cruise) w/solid-fuel booster for ship/ submarine launch
RANGE: 75-80 nm for surface-launched; 120 nm for air launched
MANUFACTURER: The Boeing Company

SLAM: A modified *Harpoon* designed for use against land targets. The *SLAM* is an infrared missile used for long-range precision strikes.

DIMENSIONS: 14.6 ft. long
WEIGHT: 1,470 lbs.
SPEED: 120 nm
MANUFACTURER: The Boeing Company

SLAM-ER: The *SLAM-ER* (Expanded Response) is an upgrade that is currently in production. *SLAM-ER* has a greater range (150+ miles), a titanium warhead for increased penetration and software improvements which allow the pilot to retarget the impact point of the missile during the terminal phase of attack (the last five miles).

DIMENSIONS: 14.3 ft. long
WEIGHT: 1,400 lbs.
SPEED: In excess of 150 nm
MANUFACTURER: The Boeing Company

Maverick

The *Maverick* is a short-range, air-to-surface, tactical missile. The version used by the Navy carries a warhead designed to penetrate large, hard targets. First deployed in August 1972.
DIMENSIONS: 8.2 ft. long; 12 in. diameter; 2.4 ft. wing span
WEIGHT: 635 lbs.
WARHEAD: 300 lbs.
PROPULSION: Two-stage, solid-fuel rocket motor
SPEED: Supersonic
RANGE: Approx. 14 nm
MANUFACTURER: Hughes/Raytheon

Tomahawk Cruise Missile

An all-weather, ship- or submarine-launched, cruise missile. *Tomahawks* have proven to be highly-survivable weapons due to their low radar detectability and terrain/wave-skimming flight. First deployed in 1986.
DIMENSION: 18.3 ft. long (20.6 ft. with booster); 20.4 in. diameter; 8.9 ft. wing span
WEIGHT: 2,650 lbs. (3,200 lbs. with booster)
WARHEAD: 1,000 lbs. (conventional) or conventional submunitions dispenser with combined-effect bomblets
PROPULSION: Turbojet (cruise); solid-fuel booster (launch)
SPEED: Subsonic
RANGE: 870 nm (land attack/conventional warhead)
MANUFACTURER: General Dynamics

Penguin Anti-ship Missile

The Norwegian-designed and built *Penguin* anti-ship missile is carried aboard Lamps III helicopters. First deployed in 1993.
DIMENSIONS: 10 ft long; 11.2 in. diameter; 39 in. wing span
WEIGHT: 847 lbs.
PROPULSION: Solid-fuel rocket motor/solid-fuel booster
WARHEAD: 265 lbs., semi-armor piercing
RANGE: 25 nm
SPEED: Mach 1.2
MANUFACTURER: Kongsberg Vaapenfabrikk (Norway)



Maverick Missile

ANTI-AIR WARFARE (AAW)

Aircraft Guns

M61A1

This 20mm Gatling gun, which also forms the basis for the *Phalanx* Close-In Weapons System (see "Anti-aircraft Warfare" section), is mounted aboard the F/A-18 *Hornet* and F-14 *Tomcat*.

CALIBER: 20mm//62
MUZZLE VELOCITY: 3,400 ft./sec.
RATE OF FIRE: 4,000 or 6,000 rounds/min.
WEIGHT: 841 lbs. total (gun, feed system, ammunition)
MANUFACTURER: General Electric

Surface-to-Air Missiles

ROLLING AIRFRAME MISSILE (RAM)

Developed jointly with the Federal Republic of Germany, RAM provides ships with a low-cost, self-defense system against anti-ship missiles.

DIMENSIONS: 9.25 ft. long; 5 in. diameter; 1.5 ft. wing span
WEIGHT: 162 lbs.
WARHEAD: 25 lbs.
PROPULSION: Solid-fuel rocket
RANGE: 5 nm
SPEED: Supersonic
MANUFACTURER: Raytheon

SEA SPARROW

See *Sparrow* in the Air-to-Air section below.

***STANDARD* MISSILE-1 (SM-1)/ *STANDARD* MISSILE-2 (SM-2)**

Designed as a surface-to-air and surface-to-surface missile, the *Standard* Missile is currently employed in two variations: SM-1/SM-2 MR (medium range) and SM-2 ER (Extended Range). The first *Standard* Missile entered the fleet in 1970. The SM-2 ER arrived in 1981.

SM-1/SM-2 MR

DIMENSIONS: 14.7 ft long; 13.5 in. diameter; 3.6 ft. wing span
WEIGHT: 1,100 lbs. (SM-1); 1,380 lbs. (SM-2)
WARHEAD: Proximity fuse/high-explosive
PROPULSION: Dual thrust/solid-fuel rocket
RANGE: 15 to 20 nm (SM-1); 40 to 90 nm (SM-2 MR)
MANUFACTURER: Raytheon

SM-2 ER

DIMENSIONS: 26.2 ft long; 13.5 in.. diameter; 5.2 ft. wing span
WEIGHT: 2,980 lbs.
WARHEAD: Proximity fuse/ high-explosive
PROPULSION: Two-stage/solid-fuel rocket; sustainer motor and booster motor
RANGE: 65 to 100 nm
Manufacturer: Raytheon

Air-to-Air Missiles

ADVANCED, MEDIUM-RANGE, AIR-TO-AIR MISSILE (AMRAAM) An all-weather, beyond-visual-range, air-to-air missile designed as a follow-on to the *Sparrow* missile series. Less dependent on the aircraft's fire control system for guidance, the missile frees the pilot to aim and fire multiple missiles while evading enemy fire. The AMRAAM program is the result of a joint agreement between the U.S. and its NATO allies to develop and

SHIPBOARD GUNS

Mark 45 - 5-inch/54-caliber lightweight gun

This 54-caliber, lightweight gun provides surface combatants accurate naval gunfire against fast, highly-maneuverable, surface targets, air threats and shore batteries during amphibious operations.

CALIBER: 5-inch/54 caliber
SHELL WEIGHT: 70 lbs.
FIRING RATE: 20 rounds per minute
MUZZLE VELOCITY: 2,650 ft./sec
RANGE: 13 nm
MAGAZINE CAPACITY: 475 to 500 rounds
WEIGHT: 47,820 lbs.

Mark 38 - 25 mm machine gun system

The naval version of the Army Bushmaster, or "Chain Gun." This single-barrel, air-cooled, heavy machine gun meets the needs of ships throughout the fleet, especially those operating in the Arabian Gulf.

CALIBER: 25mm/87
ROUND WEIGHT: 1.1 lbs.
MUZZLE VELOCITY: 1,100 m/sec
RANGE: 2,700 yds.
TYPE OF FIRE: Single shot; 175 rounds/min. in automatic
MANUFACTURER: Crane Division, Naval Surface Warfare Center

Mark 75 - 76mm/62 caliber 3-inch gun

Best suited for use aboard smaller combat vessels, the Mark 75 features rapid fire capability with low manning requirements. The gun was approved for fleet use in 1975 and was first deployed aboard USS *Oliver Hazard Perry* (FFG 7) in 1978.

CALIBER: 3-inch/62
RATE OF FIRE: 85 rounds/min.
MUZZLE VELOCITY: 925 m/sec
RANGE: 10 nm
WEIGHT: 7.35 tons
MANUFACTURER: FMC Naval Systems Division and OTO Melara

share production technology. The AMRAAM was deployed in September 1991 and deployed aboard the F-14 *Tomcat* and F/A-18 *Hornet*.
DIMENSIONS: 12 ft. (long); 7 in. diameter; 21 in. wing span
WEIGHT: 335 lbs.
PROPULSION: High performance, directed rocket motor
WARHEAD: Blast fragmentation; high explosive
SPEED: Supersonic
MANUFACTURER: Hughes/ Raytheon

Phoenix Missile

The Navy's only long-range, air-to-air missile. The missile has been designed for use in an all-weather, heavy-jamming environment. First deployed in 1974.
DIMENSIONS: 13 ft. long; 15 in. diameter; 3 ft. wing span
WEIGHT: 1,024 lbs.
PROPULSION: Solid-fuel rocket motor
WARHEAD: 135 lbs.; proximity fuse, high explosive
RANGE: In excess of 100 nm
SPEED: In excess of 3,000 mph
MANUFACTURER: Hughes/ Raytheon

Sparrow

A highly-maneuverable, all-weather, all-altitude, air-to-air missile found throughout the U.S. and NATO forces. A surface ship version, the *Sea Sparrow*, provides U.S. Navy and NATO ships with an effective, anti-air weapon. First deployed in 1976. Carried on F-14 *Tomcat* and F/A-18 *Hornet* aircraft.
DIMENSIONS: 12 ft. long; 8 in. diameter; 3.4 ft. wing span
WEIGHT: 500 lbs.
WARHEAD: 90 lbs. annular blast fragmentation
PROPULSION: Solid-fuel rocket motor
RANGE: In excess of 30 nm
SPEED: In excess of 2,660 mph
MANUFACTURER: Raytheon/General Dynamics

Sidewinder

The *Sidewinder* is a short-range, heat-seeking, anti-air missile carried by fighter aircraft. The missile's high-explosive warhead and infrared, heat-seeking guidance system have contributed to the program's long life. The first prototype was fired successfully in 1953 and the initial production version became operational in 1956. The current version, AIM-9M, began fleet use in 1983. The *Sidewinder* is one of the oldest, least-expensive and most-successful missiles in the entire U.S. inventory.
DIMENSIONS: 9.6 ft. long; 5 in. diameter; 2.1 ft. fin span
WEIGHT: 190 lbs.
PROPULSION: Single-stage, solid-fuel rocket motor
WARHEAD: 20.8 blast fragmentation
SPEED: Supersonic
RANGE: 8.7-plus nm
MANUFACTURER: Raytheon/Ford Aerospace/Loral

Phalanx Close-In Weapons System (CIWS)

The *Phalanx* CIWS combines a 20mm Gatling gun with search and tracking radar to provide surface ships with terminal defense against anti-ship missiles. The system underwent operational tests and evaluation on board USS *Bigelow* (DD 942) in 1977 and went into production in 1978 with the first systems installed aboard USS *Coral Sea* (CV 43) in 1980. The original versions used rounds made from depleted uranium that have since been replaced by tungsten rounds.
CALIBER: 20mm/53
RATE OF FIRE: 1,000-3,000 rounds/min.
MUZZLE VELOCITY: 3,650 ft./sec
RANGE: 6,000 yds.
MANUFACTURER: Hughes Missile Systems Company

60mm Mortar

Often combined with the M60 machine gun, the 60mm mortar is used aboard patrol boats (PBs).
CALIBER: 60mm
RATE OF FIRE: 10 rounds/min. (trigger mode); 18 rounds/min. (drop mode)
MUZZLE VELOCITY: 500 ft./sec
RANGE: 1,850 to 2,000 yds.



Phalanx Close-In Weapons System

MK 46



U.S. Navy photo

ANTI-SUBMARINE WARFARE (ASW)

Torpedoes

MK 46

The MK-46 torpedo is designed to be launched from surface combatants, ASROC missile launchers and fixed- and rotary-wing aircraft. In 1989, a major upgrade program began to enhance the performance of the MK-46 Mod 5 in shallow water. The original version was deployed in 1966. The current modification entered the fleet in 1979.
DIMENSIONS: 8.5 ft long; 12.75 in. diameter
WEIGHT: 517.65 lbs.
RANGE: 8,000 yds.
SPEED: 45 kTs
PROPULSION: Two-speed, reciprocating external combustion
WARHEAD: 96 lbs. of H-6
DEPTH: Greater than 1,200 ft.
MANUFACTURER: Alliant Techsystems

MK 48/ADCAP

The MK-48 is designed to combat fast, deep-diving, nuclear submarines and high-performance, surface ships. It's carried aboard all Navy submarines. The improved version, MK-48 *ADCAP*, is carried by *Los Angeles*- and *Seawolf*-class attack submarines and Ohio-class ballistic missile submarines. The MK-48 has been in use by the U.S. Navy since 1972. MK-48 ADCAP became operational in 1988 and was approved for full production a year later.
DIMENSIONS: 19 ft long; 21 in. diameter
WEIGHT: 3,434 lbs. (MK 48); 3,695 (MK 48 ADCAP)
PROPULSION: Piston engine/pump jet
RANGE: Greater than 8 nm
SPEED: Greater than 28 kTs
DEPTH: Greater than 1,200 ft.
WARHEAD: 650 lbs. high explosive
MANUFACTURER: Gould

MK 50

The MK-50 is an advanced lightweight torpedo for use against the faster, deeper-diving and more-sophisticated submarines. The MK-50 can be launched from all ASW aircraft, and from torpedo tubes aboard surface combatants. The MK-50 will eventually replace the MK-46 as the fleet's lightweight torpedo.
DIMENSIONS: 9.3 ft long; 12.75 in. diameter
WEIGHT: 750 lbs.
PROPULSION: Stored Chemical Energy Propulsion System
RANGE: In excess of 14,000 yds.
SPEED: In excess of 40 kTs
DEPTH: 3,600 ft.
WARHEAD: Approx. 100 lbs. high explosive
MANUFACTURER: Alliant Techsystems, Westinghouse

Mines

MK67 SLMM (SUBMARINE LAUNCHED MOBILE MINE)

Based on the MK 37 torpedo, the SLMM is a submarine-deployed mine used for covert mining in hostile environments. The MK 67 began active service in 1983.
TYPE: Submarine laid bottom mine.
DIMENSIONS: 13.4 ft. long; 19 in. diameter
DETECTION SYSTEM: Magnetic/seismic or Magnetic/seismic/pressure target detection devices (TDDs)
DEPTH RANGE: Up to 600 ft. (183 meters)



A SH-60 *Seahawk* helicopter from the *Dusty Dogs* Anti-Submarine Squadron Seven (HS-7) hovers 200 feet off the water while a mine explodes during a controlled Mine Explosion Exercise (MINEX) in the Persian Gulf.

Photo by PH3 Timothy S. Smith

WEIGHT: 1,658 pounds (754 kilograms)
EXPLOSIVES: 515 pounds (234 kilograms) of PBXN-103 high explosives.

MK 65 *QUICKSTRIKE*

The *Quickstike* is a shallow-water, aircraft-laid mine used primarily against surface ships. The MK 65 is a 2,390 lb. bomb fitted with a thin-walled mine casing. Older *Quickstrike* versions (MK 62, MK 63 and MK 64) were converted streamlined bombs of the 500 lb., 1,000 lb. and 2,000 lb. sizes. First fleet service in 1983.

TYPE: Aircraft laid bottom mine.
DIMENSIONS: 10.6 ft. long; 29 in. diameter
DETECTION SYSTEM: Magnetic/seismic/pressure target detection devices (TDDs) are used on various models.
DEPTH RANGE: Up to 600 ft. (183 meters)
WEIGHT: 2,390 pounds (1,086 kilograms)
EXPLOSIVES: Various loads

MK 60 *CAPTOR*

The *Captor* is the Navy's primary, anti-submarine weapon. This deep-water mine is designed to be laid by aircraft or submarines and is anchored to the ocean floor. Its acoustic detection system is designed to seek hostile submarines, while ignoring surface craft. Upon detection of a hostile submarine, the Captor launches an MK 46 Mod 4 or Mod 6 torpedo. First fleet use in 1979.

TYPE: Aircraft, ship or submarine-laid, magnetically-moored mine.
DIMENSIONS: Aircraft/Ship laid: 12 ft. long/21 in. diameter; Submarine laid: 11 ft. long/21 in. diameter
DETECTION SYSTEM: Reliable acoustic path (RAP) sound propagation.
DEPTH RANGE: Up to 3,000 ft.
WEIGHT: Air/Ship laid: 2,370 pounds; submarine laid: 2,056 pounds
EXPLOSIVES: 96 pounds of PBXN 103 high explosive MK 46 torpedo.

MK 56 AND MK 57

The MK56 ASW mine (the oldest still in use) was developed in 1966.

TYPE: Aircraft-laid, moored mine (MK 56); submarine-laid, magnetically-moored mine (MK 57).
DIMENSIONS: (MK 56) 9.5 ft. long, 22.4 in. diameter; (MK 57) 10 ft. long, 21 in. diameter
DETECTION SYSTEM: Total field magnetic exploder.
DEPTH RANGE: Up to 1,000 ft.
WEIGHT: MK 56: 2,000 pounds; MK 57: 2,059 pounds
EXPLOSIVES: MK 56: 360 pounds HBX-3; MK 57: 340 pounds HBX 3

SOURCES: *Naval Sea Systems Command, Naval Air Systems Command, The U.S. Naval Institute Guide to World Naval Weapons Systems, 1997-1998*

AIRHANDS

Monthly Basic Pay Table

Effective January 1, 2000

PAY GRADE	YEARS OF SERVICE														
	<2	2	3	4	6	8	10	12	14	16	18	20	22	24	26
Commisioned Officers															
0-10	8214.90	8503.80	8503.80	8503.80	8503.80	8830.20	8830.20	9319.50	9319.50	9986.40	9986.40	10655.01	0655.10	10655.10	11318.40
0-9	7280.70	7471.50	7630.50	7630.50	7630.50	7824.60	7824.60	8150.10	8150.10	8830.20	8830.20	9319.50	9319.50	9319.50	9986.40
0-8	6594.30	6792.30	6953.10	6953.10	6953.10	7471.50	7471.50	7824.60	7824.60	8150.10	8503.80	8830.20	9048.00	9048.00	9048.00
0-7	5479.50	5851.80	5851.80	5851.80	6114.60	6114.60	6468.90	6468.90	6792.30	7471.50	7985.40	7985.40	7985.40	7985.40	7985.40
0-6	4061.10	4461.60	4754.40	4754.40	4754.40	4754.40	4754.40	4754.40	4916.10	5693.10	5983.80	6114.60	6468.90	6687.30	7015.50
0-5	3248.40	3813.90	4077.90	4077.90	4077.90	4077.90	4200.30	4427.10	4723.80	5077.50	5368.20	5531.10	5724.60	5724.60	5724.60
0-4	2737.80	3333.90	3556.20	3556.20	3622.20	3781.80	4040.40	4267.50	4461.60	4658.10	4785.90	4785.90	4785.90	4785.90	4785.90
0-3	2544.00	2844.30	3041.10	3364.80	3525.90	3652.20	3850.20	4040.40	4139.10	4139.10	4139.10	4139.10	4139.10	4139.10	4139.10
0-2	2218.80	2423.10	2910.90	3009.00	3071.10	3071.10	3071.10	3071.10	3071.10	3071.10	3071.10	3071.10	3071.10	3071.10	3071.10
0-1	1926.30	2004.90	2423.10	2423.10	2423.10	2423.10	2423.10	2423.10	2423.10	2423.10	2423.10	2423.10	2423.10	2423.10	2423.10
Commisioned Officers with over 4 years active duty service as an enlisted member or warrant officer															
0-3E	0.00	0.00	0.00	3364.80	3525.90	3652.20	3850.20	4040.40	4200.30	4200.30	4200.30	4200.30	4200.30	4200.30	4200.30
0-2E	0.00	0.00	0.00	3009.00	3071.10	3168.60	3333.90	3461.40	3556.20	3556.20	3556.20	3556.20	3556.20	3556.20	3556.20
0-1E	0.00	0.00	0.00	2423.10	2588.40	2683.80	2781.30	2877.60	3009.00	3009.00	3009.00	3009.00	3009.00	3009.00	3009.00
Warrant Officers															
W-5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4423.80	4591.20	4724.10	4923.30
W-4	2592.00	2781.30	2781.30	2844.30	2974.20	3105.00	3235.50	3461.40	3622.20	3749.40	3850.20	3974.10	4107.00	4235.10	4427.10
W-3	2355.90	2555.40	2555.40	2588.40	2618.70	2810.40	2974.20	3071.10	3168.60	3263.40	3364.80	3495.90	3622.20	3622.20	3749.40
W-2	2063.40	2232.60	2232.60	2297.40	2423.10	2555.40	2652.60	2749.80	2844.30	2944.50	3041.10	3136.80	3263.40	3263.40	3263.40
W-1	1719.00	1971.00	1971.00	2135.70	2232.60	2328.00	2423.10	2522.70	2618.70	2716.20	2810.40	2910.90	2910.90	2910.90	2910.90
Enlisted Members															
E-9*	0.00	0.00	0.00	0.00	0.00	0.00	3015.30	3083.40	3152.70	3225.60	3298.20	3361.50	3537.90	3675.60	3882.60
E-8	0.00	0.00	0.00	0.00	0.00	2528.40	2601.60	2669.70	2739.00	2811.60	2875.50	2946.30	3119.40	3258.00	3467.10
E-7	1765.80	1906.20	1976.10	2045.70	2115.60	2182.80	2252.70	2323.20	2427.90	2496.90	2566.20	2599.50	2774.40	2912.40	3119.40
E-6	1518.90	1655.70	1724.40	1797.60	1865.40	1932.60	2003.40	2106.60	2172.90	2242.80	2277.00	2277.00	2277.00	2277.00	2277.00
E-5	1332.60	1450.50	1521.00	1587.30	1691.70	1761.00	1830.00	1898.10	1932.60	1932.60	1932.60	1932.60	1932.60	1932.60	1932.60
E-4	1242.90	1312.80	1390.20	1497.30	1556.70	1556.70	1556.70	1556.70	1556.70	1556.70	1556.70	1556.70	1556.70	1556.70	1556.70
E-3	1171.50	1235.70	1284.60	1335.90	1335.90	1335.90	1335.90	1335.90	1335.90	1335.90	1335.90	1335.90	1335.90	1335.90	1335.90
E-2	1127.40	1127.40	1127.40	1127.40	1127.40	1127.40	1127.40	1127.40	1127.40	1127.40	1127.40	1127.40	1127.40	1127.40	1127.40
E-1>4	1005.60	1005.60	1005.60	1005.60	1005.60	1005.60	1005.60	1005.60	1005.60	1005.60	1005.60	1005.60	1005.60	1005.60	1005.60
E-1<4	930.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Note: Basic Pay for O-7—O-10 is limited to Level III of the Executive Schedule. Basic Pay for O-6 and below is limited to Level V of the Executive Schedule.
*While serving as a Senior Enlisted Advisor for the services, the base pay is $4,719.00 per month.

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All Hands

MAGAZINE OF THE U.S. NAVY FEBRUARY 2000



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The Ironman Triathlon

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Features



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The Navy is many things to many people. For this lieutenant, the Navy saved his life.

14 **The Ironman**
Ever wonder why they do it? To be a triathlete takes three times the pain, but for what kind of gain? Read on and find out why five Sailors earned the title Ironman.

22 **The Unlikeliest Hero**
In 1966, BMCM(DV) Carl Brashear lost his leg in a freak shipboard accident. Four years and seven operations later he was diving again. Now, his story comes to the big screen in "Navy Diver" starring Cuba Gooding and Robert DeNiro.

28 **Answering the Call**
Navy divers seem to pop up everywhere at plane crash sites; during search and rescue operations; and at underwater construction sites. But, they all have one thing in common, Navy Dive and Salvage Training Center, Panama City, Fla.

All Hands

Secretary of the Navy
The Honorable Richard Danzig

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The Armed Services YMCA still provides a home away from home for Sailors and their families.

38 **Team for Humanity**
Navy EOD lives up to its name at Camp Monteith, Kosovo, where several times a week they destroy crates of explosives they find around the countryside.

40 **A Seabee Returns to the Balkans**
When Samir Zuhric left Banja Luca, Bosnia, at age 16 for the United States, he never dreamed he would one day find himself 250 miles from his home town as a Navy Seabee.

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On the Front Cover

CTRI (SW) Matt Sampson, one of seven Navy participants in 1999's Ironman Triathlon World Championship in Kona, Hawaii shows he has a grip on the competition and the ability to endure this year's race.

Photo by PH2 Jim Watson

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Last Call





Sailors attached to USS *John F. Kennedy* (CV 67) give their final good-byes to loved ones before the carrier's departure for a routine six-month deployment.

Photo by PH2 Jason B. Keefer

Sky High



Tom Hanks and Steven Spielberg and Spielberg's children watch a fly-by before a ceremony aboard USS *Normandy* (CG 60). Hanks and Spielberg were awarded the Distinguished Public Service Award for their contributions during the making of "Saving Private Ryan," a film that dramatically increased public awareness of the sacrifices U.S. veterans made in the Battle of Normandy.

Photo by PH2(AW) Jim Watson



Navy honors Spielberg and Hanks for film 'Saving Private Ryan'

"Steven Spielberg and Tom Hanks broke through the fog of a war made too sweet. In 'Saving Private Ryan' they unlocked, none too soon, the muted voices of World War II veterans across America who fought and died in that war."

Under Secretary of the Navy Jerry Hultin spoke these words before presenting the Navy's highest civilian honor, the Distinguished Public Service Award, to the Hollywood luminaries during a Veterans Day Ceremony aboard USS *Normandy* (CG 60), berthed at Port Everglades, Fla.

Hultin, who stood in for Secretary of the Navy, Richard Danzig, to present the award which recognized "the serious and powerful way the film reminded the American public of the sacrifices made by U.S. veterans during the Battle of Normandy."

The Battle of Normandy began on D-Day, June 6, 1944, as the Allies launched an enormous amphibious assault against German forces who fiercely defended beaches from fortified pillboxes. Thousands of Americans lost their lives in the assault that marked the beginning of the end of the Nazi domination of Europe.

"Saving Private Ryan," directed and produced by Spielberg and starring Hanks as CAPT John Miller, has been honored by Hollywood and national leaders alike as perhaps the most poignantly realistic film dramatization of American heroism and sacrifice on Normandy's Omaha Beach and in the subsequent push inland.

Capt. Bernard J. McCullough III, U.S. Army, USS *Normandy's* commanding officer, welcomed hundreds of veterans and dignitaries to the ceremony on the ship's flight deck. He noted that the average age of his crew is 25. He said that most of them had only read in history books about the D-Day invasion or heard a few stories about it.

"Our Sailors and a generation of younger Americans have a better understanding of what it means to serve their country because of your film," McCullough said to Hanks and Spielberg.

Prior to presenting the awards, Under Secretary Hultin said "Saving Private Ryan" gave voice to many veterans who, "when asked, would not tell."

After receiving his award, Spielberg recalled a favorite quote, saying, "Service is the rent we pay for being. It is the very purpose of life and not something you do in your spare time."

Expressing his thanks, Spielberg added, "God bless all the men and women who have ever served, especially inside this century, for the price of freedom."

Hanks pointed out that he "grew up in the shadow of the Navy."

As the son of a Navy machinist's mate, growing up in Alameda, Calif., Hanks said he often heard the names *Coral Sea, Enterprise, Nimitz* and *Ranger*, and he knew that when a ship came home under the Golden Gate Bridge that "it was a big deal."

Speaking to the veterans in attendance, Hanks said, "I see you here with your hats, I see you with your proud bearing and I recognize you for your service. And I thank you for the gift of liberty you gave me and my children."

Hanks, Spielberg and their families visited with veterans, guests, Sailors and Marines aboard *Normandy* and took time to reenlist *Normandy* Sailor, Yeoman 2nd Class Jimmy Handley.

"It feels good to stand up and re-enlist in front of people like Mr. Hanks and Mr. Spielberg, who have done so much for the military with their recent movie," Handley said.

He has seen the movie many times, as it was screened aboard ship.

"It has a lot of emotion in it," Handley concluded. "Watching the movie makes you feel proud just to serve."

Story by Loren Barnes of the Naval Air Station Jacksonville public affairs.

Letters

Editor,

I read with great interest the stories of Navy vets and the Sailor's Home in Gulfport, Miss. One story in particular caught my interest, that of the retired chief aviation pilot.

Today we have serious problems recruiting and retaining naval aviators and flight officers. Why can't some program be established where E-6s in certain ratings could apply for aviation or flight officer training and designation as a CPO aviator?

Enlisteds serve in various aviation and electronic warfare occupations, and as air crewmen. Look at the vast numbers of flight engineers, AWs and other categories of enlisted air crewmen that perform successfully in flight operations every single day.

Look at the Marine Corps who utilize qualified enlisteds as navigators on C-130 tankers and electronic reconnaissance aircraft. Look at the Army, who train and retain warrant officers to fly its massive helicopter inventory, and note that the Army has far less of a problem keeping these warrants in its ranks.

Certainly there are many blue shirts who could succeed in aviation. It would be a great way for the Navy to alleviate pilot and flight officer short falls. And, the Navy would be gaining a cadre of committed and professional men and women in its aviation community.

PO2 Andrew Dunn
Rota, Spain

Editor,

I had to comment on the overall November issue of *All Hands*. In all honesty I usually don't read the articles but rather thumb through looking at the pictures and reading whatever seems interesting at the moment.

This issue, however, had my full attention. With the best photography I've seen in this publication, I read nearly the whole magazine cover-to-cover.

I need to mention one spread in particular, though. "Shattered Lives" by JO1 Robert Benson is of *Time* Magazine quality. The photos alone tell the story and the accompanying text picks up the details. Bravo Zulu!

PN2(SW/AW) Shannon Benikosky
NASNI AIMD SEAOPDET
San Diego

Editor,

Enjoyed your article on "Junior McCain Sailor becomes senior watch stander."

It's not the first time that a junior Sailor became in port OOD on a USS *John S. McCain*. She was my first ship and it was at a time that the Navy was short about 30,000 petty officers. I was on USS *John S. McCain* (DDG 36) from November 1976 through April 1978 and stood OOD for about 3 months, while the ship was being decommissioned.

QMCM(SW/AW) Charles Binkley
Navy Manpower Analysis Center
Millington, Tenn.

Editor,

As always, your publication just keeps getting better and better.

I also wanted to thank you for including PH3 Parker's (USS *Blue Ridge* (LCC 19) photographer) shot of our band performing for a ceremony in Tokyo in the "Any Day" issue. I appreciate the shot in the arm it gave my hard-working Sailors, many of whom are brand new in the Navy, and it made me feel so good to see the look on their faces the morning we received our copy. That was worth a million bucks to me, and I wanted to thank you. We all look forward to each month's issue.

LTJG Dave Hodge,
Bandmaster, 7th Fleet Band

OOPS!

Editor,

On Page 37 of the October 1999 edition of All Hands magazine, you misspelled Maj. Gen. Leonard T. Gerow's last name. You spelled it "Geron" vice "Gerow." I should know because he's my great uncle.

CTTCM(SS) Fred Gerow
NAVSECGRUDEPT
Diego Garcia

Editor,

The Maritime Headquarters Admiral Netherlands Fleet, Royal Netherlands Navy in Den Helder, The Netherlands, subscribes to your magazine. It is read with a lot of interest by the staff. The articles give us a good insight in the issues on hand in the U.S. Navy.

In the November issue, however, a small error was detected. In the article on the Hanson brothers SK2 Pat Hanson states on Page 42, 2nd column, that his ship was in port in Curacao, Venezuela.

Curacao is one of the six islands that make up the Netherlands Antilles and Aruba, two of three equal parts of the Kingdom of the Netherlands, the third part being The Netherlands in Europe.

The island of Curacao is located some 30 nautical miles off the Venezuelan coast. This might have caused the misunderstanding. The Royal Netherlands Navy maintains a naval presence on the island, with one frigate and several MPAs on station throughout the year.

LTCDR RNLN Wilco A. Kramer
Deputy Staff Operation Officer
Admiral Netherlands Fleet

BY THE Numbers

6

The number of Navy EOD technicians providing support for Operation *Joint Guardian/Task Force Falcon* in Kosovo.

10

The number of days a First Class Diver must be evaluated to determine the candidate's ability to successfully perform as a diving supervisor and become a Master Diver.

1,539

Number of registered competitors for the 1999 Ironman Triathlon World Championship in Kona, Hawaii.

1926

The year Black history was first formally recognized in the United States. Carter G. Woodson, noted scholar and historian, founded the Association for the Study of Negro Life and History in 1915. He initiated Black History Week Feb. 12, 1926.

Super Hornets arrive at NAS Lemoore

Seven F/A-18 E/F *Super Hornets* flew into NAS Lemoore, Calif.,

(continued on page 8)

NCP
THE NAVY COLLEGE PROGRAM

Phase 2 – *Underway!*

On Oct. 1, the Chief of Naval Education and Training (CNET) implemented an enhanced voluntary education program which will streamline and expand the opportunity for Sailors to pursue college degrees by building, to the maximum extent possible, on the academic credit Sailors earn for training and work experience.

The Navy College Program (NCP), serves as the umbrella for the current components of voluntary education, and adds several new features. NCP is being introduced in three phases during the next year.

"In the past, young people joined the Navy to get money to go to college after their service," Chief of Naval Operations ADM Jay L. Johnson said. "Now, young people will join the Navy to go to college while serving their country. This is a powerful notion – one that will benefit the Sailor, the Navy and the nation."

Phase 2 (January 2000 to Sept. 30, 2000) of the program allows Sailors to access, view and download copies of their transcript. Also, Sailors can request a copy of their SMART transcript from their local Navy College Office or the new Navy College Center in Pensacola, Fla. The Sailor/Marine Corps American Council on Education Registry Transcript (SMART) is a computer-generated transcript that will automatically record the recommended college credit a Sailor earns for military training and work experience. Sailors can also submit official copies of their SMART to academic institutions of their choice.

"The majority of calls received at the Navy College Center from Sailors by far have been requests for copies of the SMART," said CAPT Mary McAdams, commanding officer of the Naval Education Training Professional Development and Technology Center (NETPDTC). "Our academic advisors at the Navy College Center have been extremely busy answering Sailors' questions and responding to their requests received via the 1-800 number, fax and email."

"The Navy College Program is geared toward the reality of life at sea, and we will use the Internet to provide Sailors with on-line access to their college transcript," Johnson explained.

Using Service members Opportunity Colleges-Navy (SOCNAV) as the foundation, partnerships with colleges and universities are being established during Phase 2 to develop rating-specific degree options so that these institutions will accept, to the maximum extent possible, college credit for Navy training and experience. This will enhance the current network of 85 colleges and universities supporting Navy education programs.

Additionally, the goal of the new NCP partnerships is to simplify acceptance, enrollment, residency requirements and the acceptance of college credit transferred from other academic institutions. The new education partners are developing degree roadmaps to allow Sailors to easily see how their credit earned from Navy training and work experience, off-duty education, and credit-by-examination fit into a specific degree program.

During Phase 3 (October 2000 and beyond), the Navy College Program will evolve into a fully mature program. Navy College Offices will continue to be upgraded, availability of academic advice will continue to expand, and Sailors will have more degree options available, including rating-related degree programs maximizing the credits earned from Navy training and job experience. Re-evaluation of initial skills and continued evaluation of follow-on training will be conducted, and additional Navy College Learning Centers will be opened to provide Sailors an opportunity to improve job skills and prepare for college.

The CNO added that personal development begets professional development. "This is a program that's going to make our Sailors more capable of doing their job," Johnson said.

For more information about the Navy College Program, visit your local Navy College Office, call the Navy College Center at 1-877-253-7122/ DSN 922-1828 or visit the website at www.navycollege.navy.mil.

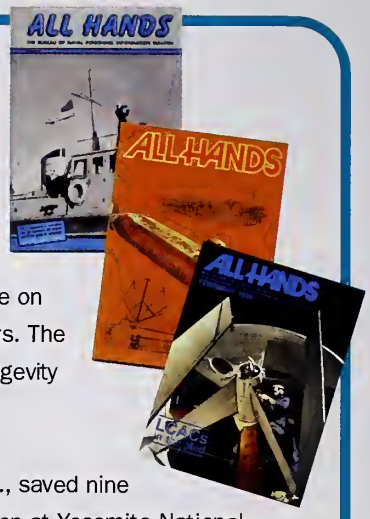
Around the Fleet

recently to become the first of more than 34 new aircraft that the "Flying Eagles" of Strike Fighter Squadron (VFA) 122 will receive during the next two years.

The newly formed squadron stood up in January 1999, as the Fleet Readiness Squadron responsible for aircrew and maintenance training in the Navy's newest tactical aircraft. The new squadron currently consists of about 165 personnel but is expected to grow to more than 500 during the next several years.

Story by Denise Deon, F/A-18 Public Affairs, NAVAIRSYSCOM, Patuxent River, Md.

TIME CAPSULE



This month we take a look at *All Hands* issues from 50, 25 and 10 years ago. In each of the issues, new programs and ships were highlighted, including things Sailors take for granted these days.

50 years ago – February 1950

In this issue, *All Hands* featured U.S. Sailors patrolling commerce on Germany's Rhine River using 11 former German torpedo retrievers. The magazine also explained a new pay act which first introduced longevity pay increases every two years.

25 years ago – February 1975

A search and rescue team from Naval Air Station, Lemoore, Calif., saved nine junior high school students who were snowbound deep in a canyon at Yosemite National Park. *All Hands* also printed a lengthy feature on the then-new *Trident* submarine.

10 years ago – February 1990

All Hands covered the commissioning of USS *Abraham Lincoln* (CV 72) the 15th carrier on active duty at the time. Also, Navy hovercraft, officially called Landing Craft Air Cushion (LCACs), had just been introduced to the 6th Fleet in the Mediterranean.

SHIPMATES



Hospital Corpsman 1st Class **Carlo C. DiMercurio** was selected as the Bureau of Medicine and Surgery's Sailor of the Year and awarded the Navy Achievement Medal for outstanding service as Assistant Medical Corps Plant Analyst. DiMercurio was cited for his superior job performance and excellent leadership that was key to meeting the mission of Navy Medicine and enhancing the quality of life and morale at BUMED.



AviationOrdnanceman 1st Class **Marty D. Sutherland**, assigned to Weapons Test Squadron, China Lake, Calif., found new and innovative ways to reduce man-hours required to perform tasks and improve ordnance loading evaluations. During a recent E-6 manning decline, he volunteered for a heavier than usual work load and was assigned the responsibilities of the Ordnance LPO.



Engineman 3rd Class **Ricky Flett** was selected as Port Ops Junior Sailor of the Quarter, Naval Station Everett, Wash. The Prosser, Wash., native was cited for exceptional qualities ranging from conduct and initiative to reliability and resourcefulness.



Your shipmate's face could be here! Does your command have a Sailor, civilian employee or family member whose accomplishments deserve recognition? Send a short write-up and full-face color print or slide to *All Hands* magazine, Naval Media Center, 2713 Mitscher Rd., S.W., Washington, D.C. 20373-5819.

Father & Son Seabees

A child often follows in their parent's footsteps. Whether attending the same college or something as simple as mimicking their hand gestures, parents are often the initial and strongest influence in a child's life.

Construction Electrician 1st Class Charles Roe is a perfect example. His father retired from the Navy and his grandfather served a total of 14 years with the Army and Navy. Roe, 37, is less than two years away from retiring with 20 years. His twilight tour is with Naval Mobile Construction Battalion (NMCB) 74. His son, Builder 3rd Class Richard Roe, 22, is currently serving his first tour … in the same battalion. Although they didn't plan it, the path to them serving together seems paved well before Richard had learned how to ride his first bicycle.

He was only five when his mother, Susan, married Charles

in 1984. Already a Seabee at the time, CE1 Roe exposed his son to the military and construction at an early age. Mr. and Mrs. Roe strongly desire that all three of their children serve at least one term in the military. "I think they get something from the military that Charlie and I can't give them," said Susan.

"I think it helps them grow," added Charles. "They learn independence. They know to make decisions and stick by them."

In time, Richard became interested in construction and also joined the Army Reserve Officer Training Corps (ROTC) in high school.

Upon graduation, Richard pursued a career in the Army. Not getting a field he wanted, he decided to see the Navy recruiter who offered him a job as a builder. Richard accepted the offer and he was soon on his way to Builder "A" School. Later, he reported to NMCB 74.

Meanwhile, Charles was busy negotiating orders with his detailer. After talking it over with his wife, he asked his detailer for any construction battalion on the Atlantic coast. They were hoping for NMCB 74 because it worked out beautifully with the holidays. The seven-month deployments the battalion makes would not fall during the holiday season. Out of sheer luck, fate, timing or a great combination of the three, the senior Roe received his orders for "Fearless 74."

Being a man of few words, Richard was casually "surprised" to find out that his father was going to join him in the battalion. Sure his buddies harassed him once they found out his dad was in the battalion, but Richard looks at it from a brighter angle.

With more than 18 years of military experience under his belt, Charles is a vast fountain of information for his son. "I go to him if I have a problem. I can trust him," Richard said.

Outside of work, Richard lives in the barracks while the battalion is home at the Naval Construction Battalion Center in Gulfport, Miss., so he can have "his space." Even so, Richard frequently stops by his father's

Orassignment



Me and EOD

"I enjoyed spending a couple of weeks in Kosovo; it's the type of assignment I prefer," said PH1 Jim Hampshire, who was sent to Camp Monteith to cover Seabees and EOD Sailors deployed there. Here, Hampshire photographs GM2(EOD) David A. Dimier of EOD Mobile Unit 8 wrapping CS grenades with plastic explosives in preparation for their destruction. "The best part of this assignment was having the chance to put the word out that the Navy has been playing a major role in the Balkans since we went in, and continues to play a part to this day."

Master Chief Petty Officer of the Navy MMCM(SS/SW/AW) Jim Herdt

Speaking with Sailors

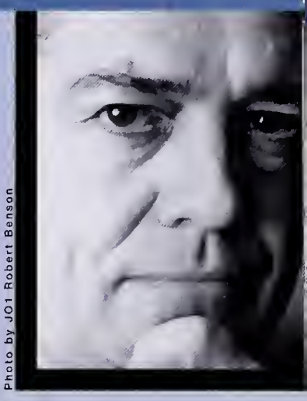


Photo by JO1 Robert Benson

Here are some questions from all hands calls during the MCPON's recent visit to the Arabian Gulf:

Q: What did Congress do with our retirement pay?

A: When REDUX took effect a lot of Sailors were pretty confused and/or unhappy with what was waiting for them after 20 years service. Congress has fixed that this year. Every service member will have the option of retiring with 50 percent of their active pay.

REDUX will still be another option, and it's one I want Sailors to carefully consider before choosing it. Sailors will have to decide which retirement plan they want at the 15 year mark of their career. That scares me a little because I know that is a time of maximum financial stress for a lot of shipmates.

If a Sailor opts for the REDUX plan, they will receive a $30,000 lump sum payment at their 15-year mark and retire at 20 years with 40 percent of their pay. I assure you that $30,000 won't look at all like $30,000 after taxes. This still may be a great idea for some people, but I'm afraid some Sailors will mortgage their future for a quick fix to financial difficulties.

I don't and won't say one option is better than the other, but I do want to make sure Sailors have all of the information and take their time making a responsible decision.

Q: What is going on with the NAVLEAD classes being required?

A: The CNO and I strongly believe this is the most important thing we're doing as a Navy in the non-deployed side of our lives. The short version of it is second class through chief petty officers have to go through the Leadership Training Course (LTC) at your current pay grade before you can be advanced.

From now until Oct. 1, 2001, Sailors can take the advancement exam without attending their current course, but won't be advanced from that exam until they attend their respective leadership training.

I'm here to tell you, that should be the exception, not the standard. The right thing to do is to attend the LTC as soon as possible after getting promoted. The professional development of our Sailors is a critical investment in our future that we must all make a commitment to.

Speaking with Sailors **is a monthly column initiatied by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.**

house. The two are often found together with Phillip, 18, and Jason, 10, refurbishing the neighbor's house, repairing the other neighbor's house and tinkering around with car engines, lawnmowers and whatever else can be tooled with. "They've always been real close," said Susan.

Charles has less than two years left in the Navy. Even upon retirement, his legacy will continue. He passes the knowledge gained from his father who received wisdom from his father onto his son Richard. Add to that the possibility of Phillip joining the military, and you have another Roe to help spread the unique experience that only the military can provide.

Story by JO2 Pat Pawlowski, NMCB 74 Public Affairs

Overseas screening requirements change

As a result of a recent review of the overseas screening process, Navy officials have announced several changes aimed at completing a high quality screening of all Sailors in less than 30 days from receipt of orders to assignment to commands overseas.

The changes are designed to resolve readiness issues for overseas units and improve the quality of life for Sailors. The changes, effective immediately, were announced in NAVADMIN 297/99 and will be reflected in the next updates to the Officer and Enlisted Transfer Manuals. The January 2000 revisions to chapter four of the Officer and Enlisted Transfer Manuals addressing the policy changes are currently available online and may be downloaded from the BUPERS/NAVPERSCOM website at: www.bupers.navy.mil/pers451.

Push Button Bo's'ns

"I couldn't have come up with a better system," said Boatswain's Mate 3rd Class Joshea Louder, of Edgar, La. "It's at least 90 percent better than the old console ... because it's computerized; it's more reliable. You don't have to worry about it getting jammed."

USS *Harry S. Truman*, (CVN 75) was the first aircraft carrier to replace traditional repeaters and

Ready for the recruiting challenge? The Navy needs you.

In a proactive effort to ensure that the number of Sailors serving as recruiters remains sufficient to support the Navy's accession goal, detailers at Navy Personnel Command are looking for volunteers who would like to help man the Navy of the future.

"We need to maintain our recruiting momentum, and we are primarily looking for E-4 and E-5 volunteers who are eligible for shore duty," said RADM Hamlin B. Tallent, assistant commander, Navy Personnel Command for Distribution. "It has been clearly demonstrated that this group has the potential to meet or exceed the productivity of some of our best recruiters."

Although FY99 was a very successful year for recruiting as more than 52,300 recruits joined the Navy team, this year presents more challenges, including a higher accession goal.

"We've got to get the right people into the Navy — about 60,000 of them — and that will take a lot of recruiters," Tallent emphasized. "There's plenty of exceptional Sailors out there in the fleet who can step up to the plate and get the job done. We'd like them to call their detailers, if they're eligible for shore duty, and we'll try our best to put them in a recruiting station where they'd like to serve."

Recruiting duty also offers several incentives, such as $375 special duty pay per month; choice of recruiting assignment location; sea duty credit for many recruiting locations; and meritorious advancement opportunities through E-7.

For more information, please contact your detailer; PERS-4010 at DSN 882-3861/3877/3879 or (901) 874-3861/3877/3879; or the Recruiter Selection Team at DSN 882-9147 or (901) 874-9147.

Story by LT Ingrid Mueller is the public affairs officer, Navy Personnel Command, Millington, Tenn.

Ricky's Tour

By JO3 Mike C. Jones



mikejones43@hotmail.com

wheel with a new computerized Integrated Bridge System (IBS).

The primary navigational screen is the Electronic Chart and Display Information System (ECDIS). Tied into the ship's Global Positioning System (GPS), it shows an electronic chart, which will scroll with the ship's movement and provide integrated track and speed piloting. New electronic charts can be added by CD-ROM, and the system also allows the ship to automatically follow a programmed course. The system takes currents and drift into account, and continually updates information.

It also shows all contacts, and records all information to allow playback if desired. In the event of a Sailor falling overboard, the system will mark the position electronically, continually update their probable location based on the currents, and automatically start a time-in-water display.

The helmsman now uses an engineering display screen that shows all necessary propulsion information. Like the ECDIS, it is a touch-screen also part of the IBS, system and easy to learn. "Training is easier, getting people qualified is just like that," said Louper, snapping his fingers. One of the reasons is that the ECDIS can run a training program, allowing full bridge training for the entire watch even when the ship is pierside.

The system is so easy to learn that *Truman* has instituted a "Sailor of the Hour" program to give every crewmember an opportunity at the helm, and the right to say they have controlled the largest warship on earth.

Story by PH1 Jim Hampshire, a photojournalist assigned to All Hands.

INNOVATORS:

USS *Lake Erie* increases QOL and combat readiness

The jury is in, and the new watch standing organization aboard USS *Lake Erie* (CG 70) is a big hit with her crew.

The innovative concept, known as Blue/Gold, was implemented aboard the Pearl Harbor-based cruiser in January by Commanding Officer CAPT Lenny Capello of Manchester, Mass.

The program, which stresses combat readiness while addressing Chief of Naval Operation's Quality-of-Life (QOL) initiatives, was initially conceived and successfully implemented at one of CAPT Capello's previous commands. On *Lake Erie*, the Blue-Gold concept has matured into its current, highly successful form.

The crew is divided into Blue and Gold teams which each work a 12-hour shift. The on-duty team is responsible for carrying out the ship's daily routine — watch standing, preventive maintenance, training, cleaning — while the off-duty team is just that, off. It is their time to do whatever they want.

"While they're off, Sailors get the opportunity to get a lengthy period of rest," said *Lake Erie*'s Chaplain, LT Daniel McKay of Waco, Texas. "They can relax, read, send e-mails, or attend PACE courses. Blue/Gold has reached out and handed responsibility to all members of the team and, in particular, to more junior people."

According to *Lake Erie*'s chief engineer and senior watch officer, LCDR Paul Lyons, the duty team conducts every daily at-sea evolution short of general quarters.

"Beside standing watch during all threat conditions, the duty team does at-sea replenishments, flight operations, sea-and-anchor details, small boat operations and emergency response," Lyons said.

Senior Chief Boatswain's Mate Jerard Kalani of Hilo, Hawaii, the enlisted watchbill coordinator and senior enlisted member of the Blue team, said training every Sailor in multiple jobs was the key to starting the program.

"We made a big push to get sailors qualified," he said. "Both sections are well trained, so now we can do anything, any time of day. Each section is ready for any type of operation."

During its current deployment with USS *Constellation*'s Battle Group to the Arabian Gulf, *Lake Erie* proved the Blue/Gold system works even during sustained high-tempo operations.

One of *Lake Erie*'s primary missions of enforcing United Nations sanctions against Iraq requires around-the-clock operations in a high-threat littoral environment. Blue/Gold has enhanced the crew's ability to meet that challenge, as evidenced recently by having boarded and diverted four sanction violators in a one-week period.

"The Blue–Gold program is the best concept I've seen in my 12 years in the Navy," said OS2 Richard Williams of Waianae, Hawaii.

Williams works in the Anti-Submarine Surface Tactical Air Control (ASTAC) Center, where he stands duty with two other helicopter air controllers. He said the demands put on the air control module by the Maritime Interception Operations (MIO) conducted by *Lake Erie* in the Arabian Gulf keeps the ASTAC team constantly busy.

"It's especially hectic during the 1 a.m. to 9 a.m. swing shift," he said. "The MIOs are mostly conducted at night, when container and cargo vessels are coming out of Iraq. There's a lot of pressure on us, especially when we have a helicopter escort for our boarding teams."

The choice between a 12 to 14 hour workday and special details, which is the norm for most underway watch organizations, and a 12-hour day with no additional time spent on special details should be clear. It is no wonder the crew is happy.

Hospital Corpsman 2nd Class Jeff Bateman of Boulder, Colo., was a member of *Lake Erie*'s crew during her last deployment. He sees a significant difference in the crew's morale.

"This deployment, people are well rested and ready to go at a moment's notice," Bateman said. "It's amazing the difference this quality of life change has made on the crew's morale."

That high morale has also resulted in some amazing reenlistment statistics aboard *Lake Erie*. Eighty-two percent of second-term and 96 percent of career Sailors have chosen to continue their careers. Twenty-eight Sailors have requested to extend their sea duty tour by one year in *Lake Erie*. Those extensions will keep critical sea duty billets filled and further enhance the team building that also is a core concept of the Blue/Gold watch.

There are many excellent initiatives in the Navy today to improve quality of life. Although the Blue/Gold watch standing organization was implemented primarily to increase combat readiness during sustained operations, talking with *Lake Erie*'s crew shows that combat readiness and QOL can and should be equal shipmates.

Story by JO1 Scott Sutherland, public affairs officer aboard USS Constellation.

Share your innovations with the Navy! Call *All Hands* at (202) 433-4171 for more details or E-mail johnston@mediacen.navy.mil.

My Turn — How the Navy Changed My Life.

Story by Lieutenant Bryan M. Johnson

I still remember a good friend's concern when I joined the Navy a year out of high school. "Dude, what are you doin'? You could die or sump'n. You're crazy, bro.'"

I understood his sentiments. The thought of signing up for military service in post-Vietnam America evoked images of dope-smoking teenagers wandering the jungle. The "praise the Lord and pass the ammunition" days of World War II just didn't seem realistic in 1989. I thought of military enlistment as custom-made for boneheads not bright enough to further their education, or talented enough to do anything else.

If that was the case, then I fit the mold at 19. I barely graduated from high school with an abysmal 1.8 GPA; my most formidable accomplishment was holding the senior-year record for skipping classes. After high school, I drove a patio-furniture delivery van. I had quit my other job as a cashier after being accused of fingering money from the register (truthfully, I just couldn't add or subtract). I could usually be found speeding through a retirement community en route to dropping off a chaise lounge, giving old people in golf carts the bird when they yelled at me to slow down. Customer complaints were many, and if it weren't for a lack of available delivery boys, I would have been canned. I was the quintessential Gen-Xer, a prime example of why the world was going to pot.

Faced with a life of delivering windproof side tables, I decided to give the military a shot. When I bid farewell at the patio store and turned in my van keys, the manager laughed. "You'll be back," he said. I walked out thinking he was probably right.

My parents were more relieved than saddened when I left for boot camp. Mom knew those daily confrontations with Dad would end, and the old man thought a military hitch might straighten me out.

Pops couldn't have been more right. After naval boot camp, I was assigned as a "deck ape" on a destroyer, my days filled with backbreaking hours of sanding and painting in a never-ending battle to preserve the ship's exterior. I learned the value of an honest day's work, but soon began looking for a way out of a dull, weary routine. I found it that first Christmas home, when I spent my stocking money on remedial math and reading texts. I returned to the ship with a backpack full of scholarly spoils, and the tiny bulb over my rack burned every night for almost a year. My hard work paid off when I landed a position standing navigation watch.

As he showed me how to plot our destroyer's course, my new supervisor said something that made a lasting impression. "If you don't do your job right, don't pay attention, people could die." Lives were at stake and someone was trusting me to make good decisions. I was honored. What an odd yet wonderful feeling that was.

More important, a fire had ignited inside me. I now rose to challenges instead of avoiding them, and loved the sense of self-worth I felt at a job well done. I grabbed at every opportunity thrown my way. I won't soon forget the time I maneuvered the ship's wheel on a course through the Panama Canal, or rescued a trapped dolphin in the Persian Gulf.

While life at sea had many invigorating moments, it could also be very lonely. To fill in those empty hours of solitude, crew members talked with one another, and we often knew everything about the men we lived and labored with. I learned that a person's skin color, or where he came from, wasn't a very good indicator of his character. I also realized that my preconceived notion of a military consisting of losers was completely unfounded. I knew one Sailor, for instance, who could have supported his wife and baby more easily by flipping burgers at McDonald's. He joined the Navy because he cherished his country's freedom and wanted to give his time and energy in return.

Despite a worthwhile four years, I decided not to reenlist and to give college a try. I diligently pursued a B.S. degree, and graduated with honors and hopes of attending medical school.

Yet something was missing. I recalled the pride I had felt in my uniform, a symbol of something greater than myself. I applied to the United States' only military school of medicine and started classes last fall.

Going home these days is a bit like winding back the clock 10 years — old friends look bewildered when I mention that I've rejoined the service. Don't think I'm offended; I belong to an organization that defends the right of Americans to have their own opinions.

Although I've put the past behind me, I often wonder what that manager would say if I dropped by the patio store. But then he'd be right; I would be back — but only to buy a ceramic yard frog.

Editor's Note: Lieutenant Bryan Johnson is a medical student at Uniformed Services University, Bethesda, Md.

Courtesy of Newsweek, *Reprinted with permission. This article originally appeared in Newsweek, August 2, 1999.*



Photo by PHAA Saul Ingle

Three times the pain, Three times the gain

AGONY

EXHAUSTION

Dehydration...



What it takes to be an

Above: CTR1 (SW) Matt Sampson blows past the crowd at the Hot Corner on his way to the bike drop point at the Kona Surf Hotel where the 26.2 mile run will begin.





Left: CDR Kevin Wilhelm of California, Md., hurries to put on his riding gear after the 2.4 mile swim. He still has 112 miles of biking and 26.2 miles of running ahead of him before the race is completed.

Far Left: Lori Bowden finished first in the women's category, winning $35,000.



Story and photos by PH2(AW) Jim Watson

Like every sport, the Ironman Triathlon World Championship in Kona, Hawaii, has its own lingo spoken amongst competitors and spectators alike; slang and jargon like: "Bonking out," "Hitting the wall," "The best meet here" and of course, "Sacrifices made will outweigh the outcome." But what words can truly describe just how challenging the Ironman really is to those who don't compete?

Sure, the Ironman can be labeled demanding, grueling and one of the mos difficult feats an athlete could accomplisl but that still misses the mark by miles — 140.2 miles to be exact. In fact, if you go the distance as a triathlete, the only people who don't think you are crazy for taking on the triple challenge are the ones who are competing along with you.

More than 1,500 athletes began the infamous race the morning of Oct. 21, 1999, all swimming in a frenzy, pushing the limits of their bodies to finish a 2.4 mile swim. They get kicked and hit by those next to them — so close that they might as well be swimming hand in hand. Swimmers reach out to pull themselves across the bay only to find currents sweeping them to the side or surf slapping them in the face as they gasp for that all important breath of air needed to continue.

After a couple of hours in the water, is it over? Of course not. It doesn't end when they hit the beach. They continue, drenched in a mixture of sweat and salt water from their aquatic endeavor, only to be added to by dust, road film and even more perspiration. Ashore, the scene is akin to that of a D-Day invasion – or a Who concert – as the triathletes land and prepare for the next stage of endurance. They push through the crowds for their bikes, leaving the weak and injured behind. These sleek, wind-slicing machines will carry them 112 agonizing miles across unforgiving pavement, reflecting 100-degree temperatures amid wind gusts that can reach 60 miles-an-hour.

As they feverishly pedal, competitors will spend hours thinking of how they have trained, sacrificed and ultimately suffered for what they are doing. All the while, pain and logic will taunt them.

The last 26.2 miles of the race will be run, jogged and, by some, walked. Many



Right: With no time to rest, triathletes storm out of the water after the 2.4 mile swim and head toward their bikes to continue the challenging race.



A frenzy of arms and legs rapidly push their way through the waters of Kailua. The 2.4 mile swim is the beginning of the 140.6 mile Ironman Triathlon.

will toy with the idea of quitting as their steps get heavier and their bodies surpass physical limits. Yet, all their will, all their courage and all their desire prevail in what becomes a test of mental fortitude, knowing they are so close to achieving their goal. The cheers of encouragement for their pending accomplishment can be heard from blocks away as they near the finish line, fueling their desire and giving them that second, third, fourth wind; that extra push to make their dream a reality.

When their feet cross the threshold of the ultimate challenge, euphoria sweeps through their bodies. The goal of finishing the mother of all triathlons has been conquered. The elation comes from total strangers, the hugs and kisses from loved ones. But it's the embrace of volunteers that release emotions pent up since that morning and long anticipated when first inspired to compete.

What they have endured that day is a small price to pay for what they have gained ... they are now IRONMEN and IRONWOMEN.

Since the beginning of the Ironman Triathlon, when U.S. Navy Commander John Collins dreamed up the idea of an "Ironman (see sidebar Page 21)," the military has had a place in the championship. Of the 27 military members who competed in the 1999 triathlon, seven represented the U.S. Navy, coming from around the globe.

All Hands had a chance to talk to five of the Navy triathletes after the race. Cryptologic Technician (Collection) 1st Class(SW) Matt Sampson of Naval Security Group Activity Kunia, Hawaii, Chief Signalman Chris Arnold of Naval Submarine Training Center Pacific, LCDR Marcus Pritchard of VFA-25, CDR Kevin Wilhelm of Naval Air Systems Command and CDR William Smith of Commander-in-Chief, U.S. Pacific Fleet staff, all finished the grueling competition.

"I could barely swim when I competed in my first half Ironman triathlon in 1996," said Sampson. "Being in the championship is a goal I have had ever since then, and I am here to race."

Sampson, from Moscow, Idaho, was selected to compete in the championship after finishing the New Zealand Ironman, one of the 21 international qualifying triathlons, earlier in 1999.

"Overcoming the swim was the hardest part of getting ready for the Ironman," said Sampson. "It used to really scare me."

Today you would never guess he had



Triathlete CTR1 (SW) Matt Sampson represented the Navy in Ironman New Zealand and in the World Championship Ironman in Kona, Hawaii.

Above: Professional triathlete Lothar Leder of Germany, a contender to win the race, passes through the Hot Corner as he makes his way to the bike drop point at the Kona Surf Hotel where the 26.2 mile run begins.

Right: SMC Christopher Arnold of Miami, Fla., waits in line the day before the race to turn in his bike. The bikes are kept in a section on the pier over night so the competitors can get to them quickly after coming out of the first leg of the race, the 2.4 mile swim.



problems. Sampson, though not the first out of the water, finished well ahead of his projected time, in 1:13:00. From there, Sampson was on the bike where he recalled a crash 30 feet in front of him that left the crypto tech upright but a little shaken. Later as dehydration hit, he found the Lava Field Hills a "killer."

"It takes a big commitment to finish the race," said Sampson. "When I crossed the finish line, I was in a zone. The lights and cheering. … Man, I was so tired I barely knew who I was, but I knew I completed the race."

Forty-five-year-old Arnold, who won his place in the Ironman through a lottery system, said he never enjoyed a challenge as much as this one.

With a goal of just finishing, Arnold took his time, enjoyed the scenery of the

"When I crossed the finish line, I was in a zone. The lights and cheering . . . Man, I was so tired I barely knew who I was, but I knew I completed the race."



Big Island and found new friends.

"I didn't want to risk cramping up," said Arnold. "So after running five of the 26 miles, I found a partner and walked the rest of the race.

"I have never eaten or drank as much as I did in this competition," said Arnold. "I was in great shape to run the remaining 100 yards of the race to the finish line and enjoy the fact that I had."

The leader of the pack, Pritchard, who finished with a time of 11:05:15, said, "I could never have done this without the help of my wife."

His wife, Joann, would get up with him at 3:30 a.m. every day to run six miles. All in all, Pritchard spent an average 20 to 25 hours a week training for the Ironman.

Sacrifice and training seem to go hand in hand with being an Ironman, and Wilhelm is no exception.

"By far the biggest sacrifices I have made to do the Ironman has been my family," said Wilhelm. "You really have to have good time management."

Wilhelm, a father of four, somehow finds time to help his children with their homework, spend time with his wife Kim, who is also his coach, and train two to three hours a night – all after putting in a full day on the job.

"My family is very supportive," said

Volunteers for the Ironman carry off a triathlete who pushed himself a little too hard to get the finish line.



Always an integral part of the race, family, friends and spectators cheer on the triathletes, giving them the added rush they need to continue the race that will take everything they have to complete.



After using everything he had to get to the finish line, Michal Pilousek drops to his knees thankful that it's all over. He completed the challenge and earned the title "Ironman."

Wilhelm. "But what Navy family isn't? Sacrifices are made in whatever you do while you are in the Navy."

Smith, former commanding officer of USS Jefferson City (SSN 759), found being on shore and in the Ironman "a treasure."

"The submarine community as a whole embraces the time they spend ashore and uses it effectively," said Smith. "It takes a certain mental focus being a submariner, a mental focus that has helped me prepare for the Ironman."

The same preparation garnered from life on a boat points toward a principle foundation which is exemplified by this championship and represented by three words that do justly characterize the race. The U.S Navy teaches this stalwart lingo to Sailors daily — Honor, Courage and Commitment. All the competitors, Navy or not, demonstrated these Core Values to complete the only triathlon tough enough to be called … the Ironman.

Watson is a photojournalist assigned to All Hands.



Luc Van Lierde of Belgium shows his excitement as he prepares to cross the finish line to become the last Ironman Champion of the century.

In the beginning...

Story by J01 Robert Benson





Photo courtesy of Ironman Corporation

CDR John Collins, one of the Ironman founders, speaks to competitors – Sailors among them - at the world's first Ironman-distance triathlon. "Swim 2.4 miles, bike 112 miles, run 26.2 miles, then brag the rest of your life," he said.



Three decades ago, a group of Sailors stationed in Hawaii created the ***mother*** of all races.

Last October, Kailua-Kona, on the big island of Hawaii, was a zoo. All the hotels were booked, rental cars were non-existent, flights were full and the streets were closed down.

An estimated 50,000 people from around the world made their annual pilgrimage to witness or participate in the biggest triathlon on the planet — the Ironman.

It was a scene that will be permanently etched in onlooker's minds: seeing 1,500 triathletes turn the usually calm Kailua Bay to white water as they started their swim at the beginning of a 140-mile day. Who would have thought that such a colossal event began with just 15 competitors who were "looking for something to do on the weekend!?"

BM2 John Dunbar, Ironman pioneer – that's who.

The retired U.S. Navy SEAL was one of a small group of Sailors who conceived the Ironman back in 1977.

Dunbar was a young Navy Reservist going to school at the University of Hawaii. Earlier in the year he was on active duty with SEAL Team 1 in California. Between classes, Dunbar went running, cycling or swimming.

On weekends, he competed in running races, like the Schofield Running Relay in mid-1977. After that particular race, he and some other Navy friends got together and discussed racing.

"The Ironman idea generated from the thought of what might be the toughest human physical challenge," recalled Dunbar. "It was a group-thought process, an intermingling of ideas. Most of us talking that day were Navy; some Marines, but mostly Navy people. John Collins was there. So was Ian Emberson, Ralph Yawata, Henry Forrest, Sterling Lewis, Gordon Haller …

"At the time, there were three long-distance sporting events on Oahu: the Waikiki Roughwater Swim, the Around Oahu Bike Ride and the Honolulu Marathon. We suggested putting the three events together. Someone among us said, 'Whoever does that will surely be an Ironman.'"

Thus began the spark. The group picked a month for the new race: January 1978.

"It was uncharted territory; we wondered if we would survive," recalled Dunbar. "It was a pioneer thing. We didn't know how to approach it. I remember we all went through it with some caution not knowing how the body would handle it. People around us thought we were a little bit crazy, and maybe we were.

"This was the first long triathlon ever done. There were about 20 people interested, but only 15 participated and 12 finished. It was a little bit challenging dealing with the traffic. We had to follow the rules of the road, and stop for traffic lights and stop signs … . Well, we were supposed to. I had some close encounters."

Dunbar finished second in 12:20.

"Most of us were pretty beat, real fatigued and not thinking about doing another one. It was pretty grueling, but still we felt it was great — we survived!"

On Jan. 14, 1979, 12 of 15 starters again completed the Ironman. San Diego's Tom Warren won in 11:15:56. Sports Illustrated covered the event and called it "lunatic." Dunbar again finished second.

In the third year, ABC's "Wide World of Sports" covered the Ironman, bringing it worldwide notoriety. From there, the sport that Dunbar, Collins and other Sailors created, exploded.

"Back then I had no idea that the Ironman would become so big. I mean, it was just 15 of us having fun. Now the Ironman is world-renowned.

"I'm proud to be one of the originators," Dunbar said.

Benson is a photojournalist assigned to All Hands



The Unlikeliest HERO

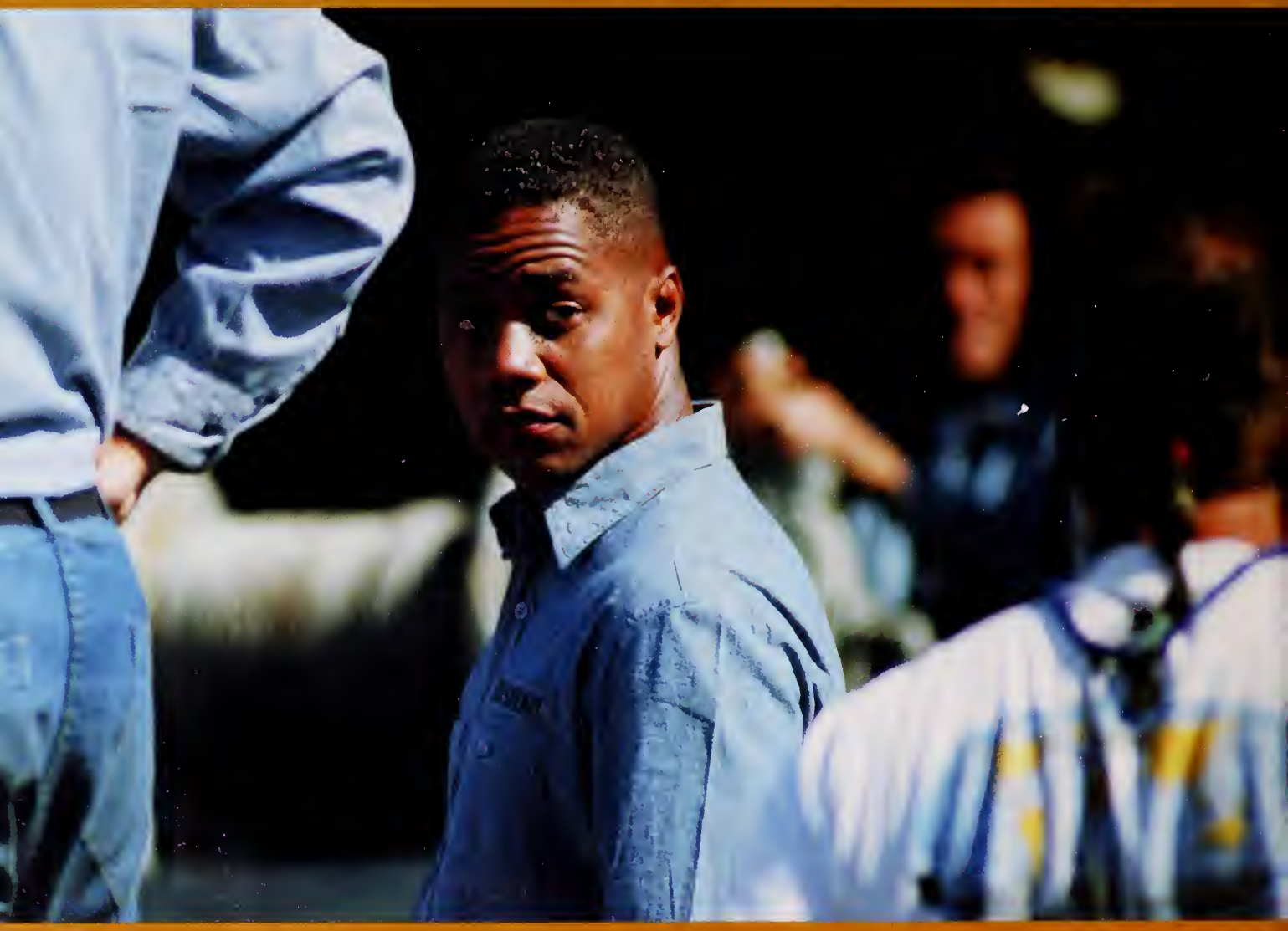
Retired BMC(MDV) Carl Brashear (right) provided technical and personal assistance to actor, Cuba Gooding Jr., during the filming of "Navy Diver" at a commercial diving school in Seattle Wash.

THE NAVY'S RELATIONSHIP WITH HOLLYWOOD GOES BACK A LONG WAY. THROUGH THE YEARS, DOZENS OF FILMS HAVE GLORIFIED THE NAVY AND ITS SAILORS FOR ONE VERY CLEAR REASON: THE SEA SERVICE HAS BEEN A BREEDING GROUND FOR HEROES, AND HOLLYWOOD KNOWS THAT HEROES SELL TICKETS. IT'S NO SURPRISE THAT RETIRED MASTER CHIEF BOATSWAIN'S MATE (DV) CARL BRASHEAR IS THE SUBJECT OF A NEW MOVIE CELEBRATING HIS ACCOMPLISHMENTS. THE CAST AND CREW OF BRASHEAR'S LIFE STORY, "NAVY DIVER," RECENTLY COMPLETED SHOOTING IN LONG BEACH, CALIF.

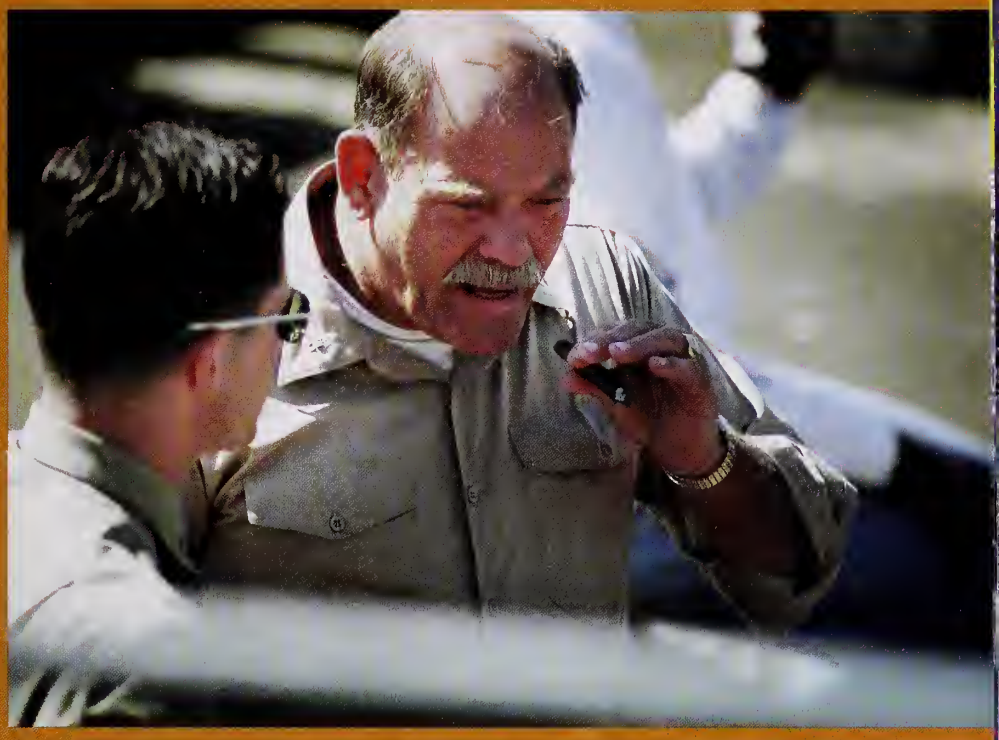
Story by JO1 Rodney Furry, Photos by PH2 Aaron Ansarov

BMCM(DV) CARL BRASHEAR SHOWED THE NAVY HE COULD SUCCEED AGAINST ALL ODDS ...

NOW HOLLYWOOD IS READY TO TELL HIS STORY



Cuba Gooding Jr., the actor playing the real life story of Carl Brashear in the movie "Navy Diver" surveys an area where a scene is about to be shot.



Retired BMCM(MDV) Richard Radecki was chosen to be the technical advisor for Robert DeNiro's role in the movie. He also had the opportunity to make his acting debut in the movie as an old crusty chief.

For most Sailors in the fleet today, the name may not ring a bell, but it wasn't too long ago that Brashear was one of the best-known enlisted Sailors in the Navy. Before retiring in 1979 after 32 years of service, Brashear had earned his place in history as the first black Navy Diver, and later as the first black Master Diver. While these are notable feats in themselves, it was his other accomplishments that lifted him from historic figure status to that of hero.

His most amazing accomplishment is that he achieved his Master Diver designation four years after losing his leg in an accident aboard USS *Hoist* (ARS 40) in 1966. During a salvage and recovery mission, Brashear's left leg was smashed when a line parted, flinging a pipe across deck and into him. Even at that moment, Brashear's first thought was to save a shipmate, whom he pushed out of the way just before being struck down himself.

Brashear had come a long way to even be aboard *Hoist* that terrible day.

Educated in small, segregated, rural Kentucky schools of the 1940s, Brashear left behind his roots and a future of plowing the soil for a life at sea in 1948. In those days, the military, like society, wasn't exactly rolling out the red carpet for African Americans regardless of their dedication and hard work. In the post-war era, the main job title for black Sailors was still steward. It was a job with little opportunity for heroism to say the least.

"It was hard living for everyone in those days. The Navy was still segregated, there was no UCMJ. There just weren't a lot of avenues open to us," he said.

Somehow, his easy-going personality thrived in that environment, and just like he knew it would, his positive attitude paid off.

He claimed that there was never any doubt in his mind he would find a good career in the Navy, "I don't know what it was, but doggone it, something just told me that it wasn't going to always be like that. I had a notion it would get better."

And it did get better. With a little help from some leaders who cared more about a man's potential than his skin color, Brashear got out of the segregated barracks, out of the closed-loop career options and into a job as a boatswain's mate, handling aircraft with a seaplane squadron in Key West, Fla. A few years later, he shocked his leaders by declaring he wanted to be a salvage diver.

By then there seemed to be no stopping the enthusiastic young petty officer. It took six years, and two attempts, before he graduated from second class diving school. Eighteen months later, he graduated from First Class Diver school some 15 years after first joining the Navy.

One year later, he was aboard *Hoist*, participating in a salvage operation

when . . . .

After seven operations the doctors were finally forced to amputate Brashear's leg four inches below the knee, but the unkindest cut of all came when he was told he could no longer dive.

After all that he'd accomplished, breaking down racial barriers and establishing himself as an authority in the diving community, it was unthinkable to Brashear that his life would be stolen by



In between scenes, Cuba Gooding takes a break in the shade.

a medical discharge. So he made up his mind to beat the system once more in an effort to keep his job.

He would prove to the Navy he was fit for duty, in a grueling battery of physical tests witnessed by disbelieving officers from the Bureau of Medicine.

"I had to do things that I had never seen underwater," he once recalled. "After diving in every kind of rig imaginable and after swimming to depths I'd never been at before, I finally convinced them that I was still qualified," he said.

Now-retired CDR Bruce Banks, who owns and runs the Diver's Institute of Technology in Seattle, Wash., and serves as a technical advisor for the film, remembers Brashear from the Navy Dive and Salvage School in the early 1970s. "He and several other chiefs who were there at the time took me under their wing and showed me a lot of tricks of the trade and made a better diver of me" he said, a fitting tribute to a Sailor who is repeatedly described as a mentor, and inspiration to younger Sailors. "I met him about four years after he lost his leg," said Banks. "At that time, he could do more pushups and out-run anybody at the dive school. He even boxed with only one leg!" Banks said.

It was that determination and raw, defiant courage that drew Academy Award-winning actor Cuba Gooding Jr., to play Brashear in the film.

"A lot of what I've experienced with this character is very emotional, and it's been interesting to see him watch me go through the experiences all over again as his character," he said.

The film traces Brashear's life back to his humble childhood. In one scene, Gooding found that having the subject of his character actually on the set provided a unique inspiration to the role.

"In the scene where his father passes away, it got pretty emotional for me," said Gooding. "I think I was more insecure about what he felt about me portraying him as a kid finding out the news than I was about performing the scene."

If there was ever any doubt in Gooding's mind, Carl Brashear was quick to brush it away. "God picked that man to play me," he said. "That's why it took so long to make this movie. God was waiting for Cuba to come around because he is the I-DEAL person for this movie. I really found a brotherly spirit with him, and I felt he had no trouble understanding just who Carl Brashear is."

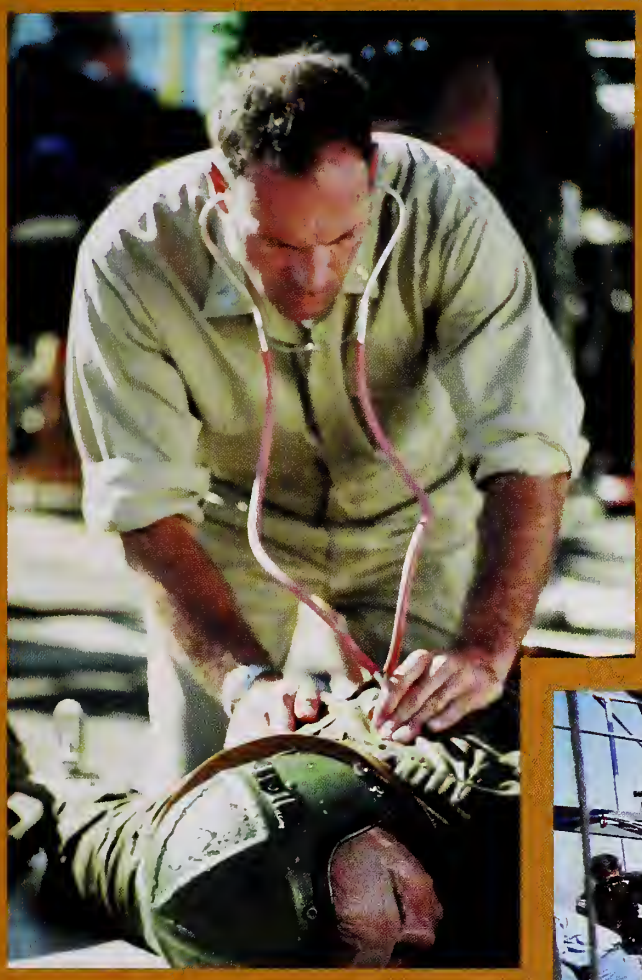
It seems nothing short of a miracle that the telling of his story ever came to fruition. The project, nearly 20 years in the making, dates back to his first contract for film rights in 1980, a year after his retirement. But with renewed interest and the addition of Gooding to the project, the story was reborn and promises to tell a remarkable tale while remaining true to Brashear's life.

"They really didn't put a lot of that Hollywood spin on it. True, they have to dramatize some of it, but it looks like it's very, very close to my life," he said.

In another scene that goes back to his childhood, Brashear was shocked with a trip back in time during a visit to the set where the crew recreated his old home on the farm.

"They built this old house from pictures I sent them of the old farm house down in Kentucky," he said. "Right down to the newspaper we used for wallpaper. It certainly took me back," he said.

In this scene, a doctor unsuccessfully attempts to revive a pilot after a crash.



"It's funny reliving these experiences with him," said Gooding, "because this really is his life. It's what he experienced through most of his life, and it shows what a remarkable person he really is."

He added that somehow, doing the film has helped him understand what makes Sailors different.

"Growing up, I saw the military as a secondary, or alternative career path," Gooding said. "But the more I learn about the Navy and people like Carl, the more I see the real honor in it and what a truly noble profession it really is." Actor Powers Boothe, who plays CDR Pullman, one of the leaders who saw the value in Brashear's potential early in his career, embraced what he feels is an important message the film sends to Americans who often "forget what people like Brashear sacrifice to make this country what it is." He added, "I've traveled all over the world, and every time I come home I realize this is the best ticket around."

According to Brashear, he was doing what he always wanted to do, and it just worked out the way it did. "It takes some adjustment getting used to the attention," he said laughing. "I'm just a down to earth guy."

Maybe Carl Brashear is right. Maybe he's not a hero. Maybe he was just doing his job. But even if at the very least, he was just doing his job the best way he knew how, that's as much as any Sailor can ask of themselves. It may be that by allowing Hollywood to put his life on the silver screen, he brings more than just glory to his achievements, but rather offers a kind of 'everyman' tribute to the accomplishments of his shipmates - past, present and future.



There were many perils in the Carl Brashear story, many of which were portrayed in the movie. During the filming of this scene, a cable snaps, dropping a diver and his cage into the water.



Answering

Story and photos by PH2(AW) Jim Watson

On the first day of class, new students are introduced to snorkel and fins and put through various exercises to familiarize themselves with the equipment they will be using while at Dive School.

During the past few years, the headlines have come all too often — a plane has gone down with great loss of life and the world demands answers. Helping bring those answers to light quickly, safely and professionally has almost routinely fallen on the shoulders of the best in the world – U.S. Navy divers.

Dive missions following the crashes of TWA Flight 800, SwissAir Flight 111, John F. Kennedy Jr.'s plane and EgyptAir's Flight 990 have each given mainstream news media ample reason to highlight the professionalism of Navy divers who aid in recovery operations. Yet, what Americans and even many of our own shipmates may not realize is that while those jobs get a lot of attention, "they're only a small portion of the duties divers provide to the Navy and the country," according to LCDR David Randall, executive officer of NDSTC.

Divers primarily provide underwater ship's husbandry, including construction and inspections, recovery and salvage and ship repairs. The skills are all learned at the Naval Dive and Salvage Training Center (NDSTC), Panama City, Fla.

"U.S. Navy divers perform their combat mission everyday," said CDR M.T. Helmkamp, commanding officer, NDSTC. "That's the mission we teach here - underwater ship's husbandry."

Dive school is a dream for some and a nightmare for others. Everyone - seaman, petty officer and officer — is treated as if they just walked into boot camp all over again. Dive school

BM1(SW/DV) Rhodie Rotan's shadow stretches across the deck of the pool while his first day students at Naval Dive and Salvage Training Center, Panama City, Fla., await his instructions.



The Mark V Deep Sea Diving helmet used by the Navy until 1984 now sits on the quarterdeck of the NDSTC as a symbol of pride.

the Call



EN1(SW/DV) Felix McCullough, an instructor at NDSTC, ensures all his students are safe and ready to proceed before allowing them in the water.

students experience tough physical training every morning; their instructors hunched over their backs just waiting for them to make a mistake. New information is pumped into their skulls so fast they feel as if they might explode.

"The first few days everyone is nervous," said BM1(SW/DV) Rhodie Rotan, a 2nd class dive school instructor.





Members of all branches of service, attend the Naval Dive and Salvage Training Center. Here, Marine Corps Sgts. Pipes and Lambert grasp for their regulators after being stripped of them during confidence training. The training ensures the students feel comfortable in the water and can respond to any sudden problem and recover from it safely.



"We give them a lot of information, and it must be absorbed quickly to continue on."

And don't forget that little voice in the back of their minds, constantly reminding them that less than 50 percent of their class will make it through. It's not that NDSTC doesn't want them – it's because only the toughest can endure the physical and educational rigors to pass the Navy diver tests.

Every aspect of diving is taught at NDSTC, from deep-sea salvage to routine hull maintenance and life



ISSN Greg Sutherland of Mill Valley, Calif., waits for orders from his instructor, which are passed on by his classmate at a communication station. Sutherland's class is repairing a pipe fitting as part of their dive training for the 99-80-2C class at the Naval Dive and Salvage Training Center, Panama City, Fla.



As part of their indoctrination into the dive community, students at the Naval Dive and Salvage Training Center, Panama City, Fla., learn how to clear their snorkels.

On the first day of class, the students familiarize themselves with the tools of their new trade.

support. There are many other knowledge requirements, including carbon dioxide absorption, decompression techniques, dive medicine, dive navigation and tracking and hyperbaric systems.

More than 15 courses are offered at the school. Diver Second Class is the initial training enlisted service members receive to earn their dive qualification. They'll return for First Class Diver training, once they have risen to a supervisory level.

"Those who make it through the primary Diver Second Class training are usually back within the year for Diver First Class qualifications," said Diver First Class Instructor BM1(SW/DV) Raymond Baker. "There they learn to be supervisors for diver operations."

A First Class Diver on an operation is said to have "the side" (or is in charge). At that level, a diver must know every aspect of diving and their team must have the utmost trust in their abilities.

"You no longer fix the problem," said Baker. "You provide the solution to the problem and ensure your team completes it effectively and safely."

After a diver has performed this duty well and has been promoted to chief petty officer, he or she has the option of becoming a Master Diver, a title given



After morning physical training, the entire Basic Dive Officer class groups together for a motivational cheer. The training is team-oriented which keeps morale high.

Immersed (literally) in their new trade, these students inspect their gear prior to a full day of rigorous training.



First day dive school student, PHAN Teresa Poldrugo, has trouble completing the initial exercises with snorkel and fins.

only to the best of the best.

"It's a rough 10 days," said Master Diver BMC(SW/DV) Pascal Balesi. "I lost 12 pounds in two weeks just from stress.

"I just didn't think I was going to make it," he continued. "Everything I did and said was being written down, people watching me like a hawk, deducting points here and there. There were three or four classes before mine where no one made it through, so I can honestly say it was the greatest moment in my career when I was told I had passed."

The Master Diver is the most qualified member of a dive team and is able to supervise air and mixed-gas dives; train and requalify those under their command; and teach safety procedures. They also manage preventive and corrective maintenance on diving equipment, support systems, salvage



New students are put through various exercises at Dive School.



Two students from NDSTC begin to search for salvage material the school has placed in the bay for training purposes.



machinery, handling systems and submarine rescue equipment.

Whether you are the Master Diver, the Dive Supervisor or the diver changing the screws on the ship, you are always working as a team.

"Teamwork, trust and respect for each other is what makes the dive operation safe and productive," said Master Diver MMCM(SW/DV) John Schnoering, NDSTC Command Master Chief. "Like any community in the Navy, the dive team is like a family, and you always want your family to be safe, educated and the best it can be."

When divers leave NDSTC, they are the best in the world – whether working under the glare of the international news media or welding a scupper in Norfolk.

Watson is a photojounalist assigned to All Hands.



Marine Corps Staff Sgt. Bailey, a safety diver for the confidence training class, watches Marine Corps Sgts. Pipes and Lambert, as they reassemble their scuba gear during the final stages of their confidence training.

Serving Those W

The Armed Services YMCA is still a home away from home for many Sailors and their families

Story and photos by JO1 Rodney J. Furry

Though it's been more than 50 years, Bill Carter still beams with pride when he recalls the time he and a few of his buddies set out for a night of liberty in San Diego and ended up making a date with a movie star. It started out like an average evening for a couple of Marine Corps privates still in their teens. But when June Allyson, one of the prettiest stars in Hollywood, walked through the doors of the Armed Services YMCA(ASYMCA) and offered to take the guys out for a night on the town, they knew they'd come to the right place.

Like most young servicemen of the day, he was drawn to the bright lights and "sea of white hats" that lined the streets of downtown San Diego during World War II. Lower Broadway offered the seedier side of a Sailor's life. As a young private, fresh out of boot camp, Carter spent many nights on shore patrol with Navy chiefs, keeping the overcrowded streets from becoming a drunken riot.

Though it wasn't always a respectable scene, he got to know the area pretty well. But what he remembers just as much was a place a few blocks west, towering seven stories above Upper Broadway. Here, the ASYMCA provided an oasis that sat like a temple of repose just a few blocks from revelry of the Gaslamp District.

A lot of the nostalgia, and the crowds of servicemen who called the "Y" their home away from home are gone now, but the building still stands in tribute to grander times with it's arched stucco hallways and ornately tiled walls. Tucked away in what used to be a comfortable, fire-lit library, Sue Carter runs a group of programs that contrast those of the 1940s.

And while programs change, the spirit of the ASYMCA remains. Carter, whose husband is a petty officer serving with Special Boat Unit 12, typifies the many family members the ASYMCA has come to represent as times have changed.

"In essence, the military's changed," she said. "What we're trying to do now with our programs is go out to the military members and their families."

As always, quality of life has remained the sole mission of the ASYMCA.

Retired RADM Frank Gallo, National Executive Director for ASYMCA, recently commented during a visit to ASYMCA facilities in Hawaii that the organization is dedicated to helping service members who need it the most.

"We deal in the quality of life of the junior enlisted personnel on base," he said. "No one does more for the E-5 and below service member than us," he said.

With almost 30 programs in the San Diego area and at 20 branches nationwide, the ASYMCA serves a great variety of the service members' needs. The majority of the programs are focused on helping families, like the Crisis Counseling program that provides immediate professional counseling in emergency situations. While there are a variety of both military and civilian organizations that provide similar services to families in need, Carter stressed that any redundancy they experience tends to be an asset instead of a drawback.

"One of the big benefits of our family outreach programs is that we do home visits," she said. "The Family Service Center, for example, is a drop-in center where you have to keep an appointment. In cases where a family member doesn't have transportation or child care, we'll go out to them. In that sense, we're complementing each other's services," she said.

"We don't turn anyone away," Gallo said. "We do this on a small budget line, but whenever someone shows up needing something, we help them get it," he said.

Some of the more popular programs run by the organization are the support groups like You Are Not Alone (Y.A.N.A) that are run out of the Naval Hospitals. Y.A.N.A. facilitates a support group for children with cancer and their families.

One of the programs at Naval Hospital San Diego that seems to brighten the spirits of the staff as much as the patients is the Therapy Dog Program. Pat Poulin and Cathy Modica are ASYMCA volunteers who spend every Tuesday morning making rounds through the hospital's

no Serve

Below: From 1920 to 1924, the Army & Navy YMCA was located at the San Remo Hotel at State and E Streets where many Sailors embarked upon outings sponsored by the organization.

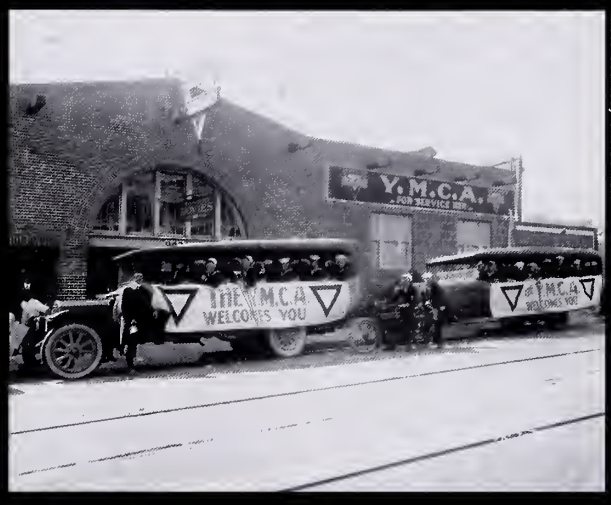


Photo courtesy of ASYMCA

wards with their gentle dogs who bring smiles to the many patients there.

"They just seem to brighten up when the dogs come into the room," says Poulin, whose 7-year-old Rottweiler, Barbarella, has practically become a staff member herself.

In the spirit of the organization's evolving role in military family life, the ASYMCA continues to look for ways to expand its services. During a recent tour of facilities at the dispensary on the former NAS Barbers Point in Hawaii, Gallo pointed out what was once a meeting room that was transformed into a drop-in care unit.

"Without any complaint it was transformed into a useful center to care for well children while the mom or dad takes the sick child to be seen," he said.

Though the focus has changed to provide greater services to the military family, the ASYMCA hasn't forgotten about the single sailor.

"In the case of MWR related activities, we do a lot of programs on the base," Carter said. "We do 'Out & About Tours' for free that get young Sailors out into the community and familiarizes them with their new surroundings. We show them that there are a lot of options so that when they adventure out into the new city, which is likely bigger than where they're coming from, they'll have an idea where they fit into the big picture," she said.

A favorite around the holidays is a



Towering seven stories above Upper Broadway, the ASYMCA San Diego provides an oasis for all servicemen and women.

program called Thanksgiving Home Hospitality, which helps single Sailors that can't make it home. Jerry and Mildred Parker have been hosting service members during the holidays for 25 years. Jerry, a retired Marine, knows what it's like to be away from home for Thanksgiving, so he makes sure their table always has a few open seats among his own large family for young service members when they serve the feast.

"I don't know what I'd have done this year," said STGSA Julie Ey, a student at the Fleet Anti-Submarine Warfare School who shared in the family's celebration. "It's made it so much better to be here instead of sitting in the barracks," she said.

It's a sentiment that seems to echo back through the 80 years the ASYMCA has been in business. Though many of the organization's programs take place in hospitals and on bases, the old building that sits on Broadway in San Diego looks much like it did 50 years ago in its hey-day and still resonates with the voices of service members and movie stars of the past.

Today a private company runs the hotel, and the community YMCA has taken over many of the other facilities like the gym and swimming pool. Still, the building continues to serve the organization as a revenue builder for the new structure of outreach programs, and true to its origins, the ASYMCA continues in its pledge to make the service member's life away from home more bearable.

Furry is a San Diego based journalist for All Hands *and Watson is assigned to* All Hands.

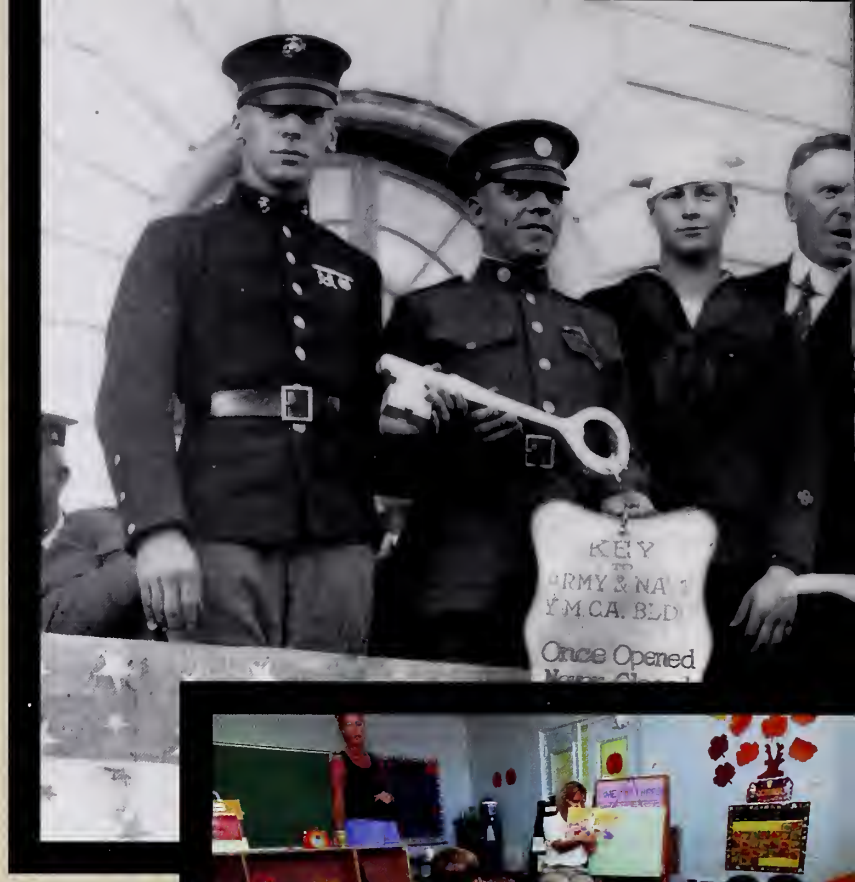






Photo courtesy of ASYMCA

Above: Good things die hard. Though it's now run by a private owner, the ASYMCA building's lunch counter (shown here during World War II) stands in the same place and still serves basic American favorites.



Photo courtesy of ASYMCA

Left: At the opening of the San Diego ASYMCA, Nov. 7, 1924, M. G. Aubrey Davidson, president of the San Diego YMCA presented a key to the building to representatives of each of the military services.

Left: Children crowd around one of the volunteers at the Armed Services YMCA NAS Barbers Point Branch for "play morning," a nationally recognized mobile outdoor play program that provides child development activities.



Photo courtesy of ASYMCA

t: Shipmates share a Christmas meal at the MCA in 1939. Always a home away from e, many Sailors who have spent Christmas y from home have found a warm hearth and t meal at the San Diego ASYMCA.

ASYMCA OUTREACH PROGRAMS

The Armed Services YMCA was created following World War I through a surplus of canteen funds provided to improve morale in American troops. More than 80 years later, the organization has seen an evolution from a home away from home providing recreation, comfort and hospitality to a widespread support network to the military family providing outreach services as well as traditional recreation programs. Listed below are many of the services provided by the San Diego branch. For information on branches and programs in your area, contact the ASYMCA national offices at 1-800-597-1260 or log onto www.armedservicesymca.org.org/home.html.

ACTIVE-DUTY PROGRAMS

Out & About Tours - Introduces military members and their families to San Diego's attractions and points of interest.

Military Volunteer Program - Provides easily accessible volunteer opportunities for military personnel.

Thanksgiving Home Hospitality - Program that joins caring San Diego families with military personnel for Thanksgiving.

FAMILY OUTREACH

Home Visit Counseling - Addresses ongoing concerns of military life. The service is free and confidential.

Crisis Counseling - Provides immediate professional counseling in emergency situations.

In-Home Parenting Education - In-depth, one-on-one parenting skill education.

Respite Care - Provides temporary relief to parents when the stress level of medical or emotional emergencies becomes unbearable. The program offers funding for short-term childcare.

Holiday Food & Toy Program - Food and gift baskets for low-income military families.

Emergency Food Supplies - Emergency supplies to families in dire need.

YOUTH AND COMMUNITY OUTREACH

After-School Recreation Activities - After School Fun-Mobile program for children ages 5-12.

Moms & Tots Program - Highlights interactive crafts, music, games and learning skills to be shared by mothers and their toddlers.

Women's Craft & Support Group - Allows women of military spouses to share concerns and resources while working on craft projects.

Drug & Gang Diversion Education - Diversion components built into after-school recreation activities.

Welcome Home Events for Naval Ships & Squadrons - Crafts and activities for children while they wait for deployed units to arrive.

Annual Ombudsmen Recognition Luncheon - Recognizes outstanding Ombudsmen for their work as liaisons between families and commands.

NAVAL MEDICAL CENTER PROGRAMS

Healing Hearts - Support program for families who have experienced a miscarriage, stillbirth or neonatal death.

Birth and Beyond Years (B.A.B.Y.) - A parent-to-parent support program for families who have children with special needs.

You are Not Alone (Y.A.N.A.) - Support program for children with cancer, survivors of childhood cancer, and their families.

Understanding Autism Together - Support program for parents who have children with Autism or Pervasive Development Disorder (PDD)

Therapy Dog Program - Weekly visits to hospital patients by a trained dog and volunteer.

Infant Car Seat Loan Program - Free car seats loaned to military families.

Volunteers in Pediatrics - Volunteers offer support to hospitalized children.

Infant Immunization Follow-Up - Phone calls provided to new parents to remind them of immunization schedules.

Neonatal Intensive Care Reunion - Annual event for staff and graduates of the neonatal intensive care unit.

Breast Cancer Survivors Day - Annual event for survivors of breast cancer featuring workshops, a fashion show and luncheon.

RECREATIONAL ACTIVITIES LOCATED AT ON-BASE CENTERS

Enlisted Dinner Dance - Annual event recognizes enlisted members for their national service.

Skiing, Hiking and Seasonal Outings

TEAM FOR HUMANITY

Navy EOD Liv



Left: GM2(EOD) David A. Dimier, of Charlotte, N.C., cuts a strip of Flex-X plastic explosive.

Right: BMC(EOD) Steve Cassell, of Waipahu, Hawaii, places hand grenades between two rows of plastic anti-personnel mines before destroying them in a quarry near Camp Montieth, Kosovo. Cassell is assigned to EOD Mobile Unit 8, which deployed from Sigonella, Italy in support of Operation *Joint Guardian/ Task Force Falcon*.



s Up to its Name

Story and photos by
PH1 Jim Hampshire

It's a crisp fall Sunday outside Camp Monteith in the war-torn province of Kosovo. A light breeze blows and the birds cry noisily as they fly south for the winter. Then, like a bolt of lightning, there's a flash quickly followed by the thunder of high explosives. Unlike the smaller explosions still heard at night in the nearby city of Gnjilane, this one takes place in broad daylight, and is powerful enough to suck the air from your lungs while shaking the ground hundreds of meters in all directions. More explosions come quickly — half a dozen in as many minutes. But there are no screams, no sirens and no alerts. These are the sounds of Kosovo becoming just a little bit safer.

Members of the Navy's Explosive Ordnance Disposal Mobile Unit 8 wait the prescribed safety time, then head down into the quarry to check the effect of blasts. They have destroyed a wide range of items discovered or seized in the previous weeks, including piles of anti-personnel mines, CS and fragmentation grenades, ammo, magazines and dummies. Also destroyed were half a dozen cannon balls from a war long past. "We're finding a lot of these in schools" said Chief Boatswain's Mate (EOD) Steve Cassell, of Waipahu, Hawaii, as he lines up training grenades and plaster copies of anti-tank mines for disposal. Though such fakes are inert, they are frequently planted to scare or threaten, shutting down a facility until it can be cleared by EOD. "We are blowing them up as well, just to keep them from showing up again."

Lining up rows of green plastic anti-personnel mines in a different pit, Cassell said, "These are real. They are all plastic, and even the triggers are mostly plastic. Metal detectors wouldn't help."

Not all ordnance is collected by KFOR. Sometimes local nationals come across items and contact the camp. Other items, such as the canon balls, are uncovered during construction projects.

The Army's First Infantry Division also seizes ordnance as it patrols the sector. "A guy was threatening another with a live grenade," said Cassell. "When they (1st Division) went to his house, they found he had buried individually wrapped grenades in his yard. They were planted in between the rows of vegetables in his garden."

Making the gardens, fields, schools and roads of Kosovo safer has turned out to be a first-rate learning experience for the members of Mobile Unit 8. "We get to do a lot of real-world stuff," said Gunner's Mate 2nd Class (EOD) David A. Dimier, of Charlotte, N.C., "Being in-country and disposing of live ordnance on a daily basis is great."

Hampshire is a photojournalist assigned to All Hands.



Contraband ordnance and weapons go up in a fireball in a quarry near Camp Montieth. Crates of explosives are destroyed several times a week.

Opposite page: CE3 Samir Zuhric, of Banja Luka, Bosnia, checks the status of one of the two generators that provide power for Camp Montieth, in the Kosovo province.

A Seabee Returns to the Balkans

Story and photos by
PH1 Jim Hampshire



CE3 Samir Zuhric is congratulated by a translator on his accelerated promotion in Camp Montieth, Kosovo.



CE3 Samir Zuhric speaks with a local national worker in Camp Montieth, Kosovo. Zuhric is currently assigned to NMCB 3, which recently deployed from Port Hueneme, Calif., in support of Operation *Joint Guardian/Task Force Falcon.*

The streets of Gnjilane are alive again. People are returning to the city, and its stores and markets are opening. Most of the burned-out vehicles have been towed away, and only the scars of bombed-out buildings remind visitors of the war that raged in Kosovo months earlier — at least during the day. At night, the sounds of gunfire and grenades occasionally can be heard by the Seabees at nearby Camp Monteith, where NMCB-3 is finishing projects for the U.S. Army's "Big Red 1."

To most of the Seabees, this first-hand look at war in the Balkans has been a new, often shocking experience. But, to one Sailor, it is intimately familiar.

"I never thought I would have the opportunity to come back here," said Construction Electrician 3rd Class Samir Zuhric, of Banja Luka, Bosnia. "I am glad I am here, I wouldn't change anything in my past."



"I never thought I would have the opportunity to come back here," said Construction Electrician 3rd Class Samir Zuhric, of Banja Luka, Bosnia. "I am glad I am here, I wouldn't change anything in my past."

This Seabee's soft-spoken comment belies a past most people would be happy to change. Born in Yugoslavia before the fall of the Soviet Union, he grew up as his country fragmented around him. At the age of 16, he was finally forced to flee to the United States as a refugee from the war in Bosnia.

He joined the U.S. Navy on Christmas Day 1996. "I had worked at many jobs, but I wanted to do something different," Zuhric said. "When I enlisted in the Navy, I joined as an undesignated fireman. The recruiter tried to get me to accept an "A" school, but I really didn't understand what he meant, so I turned it down."

His first tour of duty was aboard USS *Barry* (DDG 52), "The best ship in the Navy," Zuhric says with pride. "Some of the guys on it didn't want to be there, but I liked being in the fleet."

As his tour drew to an end, he began looking for an engineering rate. "I wanted to become an electrician, but couldn't become an ET because I was a foreign national. Then I found out about Construction Electrician, and I jumped at the chance. The idea of running power lines and wiring buildings sounded great."

After finishing school as the honor graduate of his class, Zuhric was assigned to NMCB-3, based at Port Hueneme, Calif. "I am very proud to serve with NMCB-3, the best battalion in the Seabee community," said Zuhric. "And with all of the electricians in NMCB-3, the best team in the Navy."

When word came down that NMCB-3 was deploying to Kosovo in support of Operation *Joint Guardian*, Zuhric was eager to go. "I wanted to come here. When I found out we were coming, I asked for permission all the way up the chain of command to be here."

Though excited when his request was approved, his mother, father and sister - living in Salt Lake City, Utah - were less pleased with the idea. "When they found out I was coming here they were not happy. They were scared at first, but I reassured them that I would be safe."

Serving in Camp Monteith near Gnjilane, Kosovo, Zuhric became popular with the local nationals who work on the construction of the camp's SEAhuts (South East Asia huts). "They were surprised I could speak the language, and were very surprised to find out I am from Bosnia, and many of them are surprised that I am here with the Americans. They think what I did is great. A lot of them want to do the same thing, and I try to help them out by giving them some advice.

"They are always asking about us, and always wanting to know how long we will stay. I try to reassure them."

Zuhric's ability with the language has turned out to be a big benefit to the Seabees, since very few people in Kosovo understand English. "When talking with the local nationals," said Delta Company Commander LT Christopher Hodrick, of Shamokin, Pa., "he can often explain things better than a translator because he understands construction."

"They speak mostly Albanian around here," Zuhric says "and my language was Serbo-Croatian. I was surprised that they didn't like it at first when I spoke it, but I knew some Albanian and have learned more since I've been here. In Bosnia we did not have as big of a separation between religions as there is in Kosovo. When the Serbs invaded, we all came together to fight them. We used a term — *Bosnjak* — for ourselves that just meant Bosnian, any religion."

Though Gnjilane is about 250 miles away from his hometown of Banja Luka, it still brings good memories back to Zuhric. "They have the same customs and traditions as where I came from. It is almost like being home."

Though he will not be going home on this trip, he does hold hope for the future. "I'd like to go back to Bosnia. I think I could make a difference."

Promises: LIFELines RISES ABOVE THE CROWD

The promise of the Internet is similar to the promise of television – an incredibly powerful tool for education and information, available to more and more people who might never have had access to that level of knowledge in the past.

But like television, the promise remains buried under layers of ads, bogus information and sites that appeal to the lowest common denominator. To paraphrase Bruce Springsteen, the net sometimes seems like it has 57-million channels, but nothing's on.

Still, TV and the net host some real gems once you get past the junk. For Sailors and their families, there's no better example on the World Wide Web than the LIFElines "Quality of Life Mall" (www.lifelines4qol.org). Put simply, it's a site that is fulfilling the promise.

LIFElines has stolen a page from retail sites' how-to book, and in many cases, outdone them at it. Set up as a "virtual mall," it offers a different kind of shopping experience. Here you shop for information, and like the best retail stores, everything is clearly marked and easy to find. There's even a "you are here"-style graphic listing "wings" of the mall and what each offers.

And this place offers a lot.

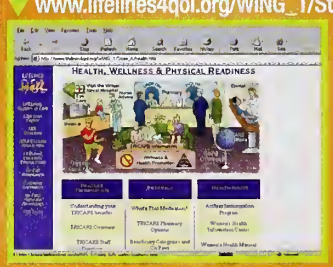
There's a wing titled "Community and Family Support," (www.lifelines4qol.org/WING_1/mall_1/stores1.htm), which includes links to a Spouse Resource Center, a Relocation Information Station and a Health, Wellness and Physical Readiness storefront among others. That idea is repeated in each of the mall's wings, which also include "Leisure Pursuits," "Food, Shelter and Jobs" and "Special Support for Special People."

Within these areas, you'll find links or dedicated pages to everything from college scholarship information (www.lifelines4qol.org/WING_4/store_W/w_store.htm) to smoking cessation. There's a section which links to TRICARE's website, where you can learn more about the military's HMO and what your options are, before browsing a list of health providers in your area. Under the "Electronic Transactions" section, you can order prescription medicine online for delivery to your door, or shop the Navy Exchange catalog for a new VCR using your NEXCard. There are sections for kids, pets, and pay. Visit the "virtual library"

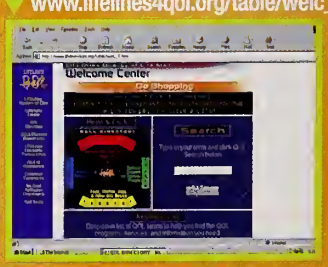
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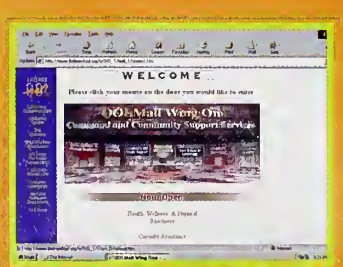


www.lifelines4qol.org/WING_1/Store_A/health.htm

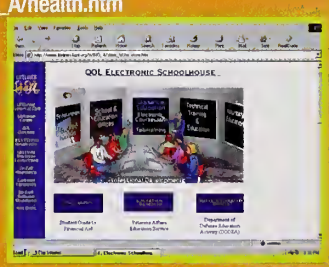


www.lifelines4qol.org/table/welc_1.htm





www.lifelines4qol.org/WING_1/mall_1/stores1.htm



www.lifelines4qol.org/WING_4/store_W/w_store.htm

The appearance of commercial websites in All Hands *does not imply endorsement by the Departments of the Navy or Defense.*

and download the Exceptional Family Member instruction, or the Navy policy on marriage to foreign nationals. At the "On Call Assistance" page (www.lifelines4qol.org/asistsnc/assist1.htm) you'll find dozens of phone numbers for national hotlines including the Navy's Fraud Waste and Abuse center, and the National Center for Missing and Exploited Children.

If you are getting ready to leave the service, or your significant other is looking for a job the Career Employment and Assistance Center (www.lifelines4qol.org/WING_3/store_Q/q_store.htm) is a great place to learn how to assess your strengths and weaknesses, how to build a resume and how to market yourself. Then, when you're ready, click on one of the links that take you to thousands of jobs being offered online.

Overall, the site is pretty well laid out, with most information just about where you'd expect to find it. The theme of being in a shopping mall is very well executed, and more than a few of the net's top retailers could learn a thing or two by studying the pages. To help speed your way around the website there's also a keyword search box, as well as a "drop-down" list of services offered. I did find some problems in the search engine, with a lot of the pages it chose having bad or old addresses. But, the drop-down list was more accurate. The entire site is still under construction, with a number of areas not yet ready for prime time. Where pages are still under construction, links are offered to other websites offering similar information.

The Navy deserves credit for getting the site up and running, even if all sections aren't fully online yet. What's there now is light years ahead in convenience than any single source of information available to Sailors before it. The Navy notes that the rollout of the site is on schedule, and promises it will reach full operational status later this year.

I'm not a fan of the so called "web portals" advertisers would love us to bookmark as our start page. But this site looks like it would make a worthy start page for any Sailor's browser. It is, after all, "an incredibly powerful tool for education and information, available to people who might never have had access to that level of knowledge in the past." It is a perfect example of the promise of the Internet, fulfilled.

Cyber Sailor



Our pages runneth over! Limited space and ruthless All Hands editors have forced us to go cyber. When you see this icon you can find more on that feature story on our All Hands website.

Buy U.S. Savings Bonds O • N • L • I • N • E

Service members who dislike automatic payroll deductions or who find it hard to commit money for U.S. Savings Bonds every month now have a way to buy that's just a mouse click way.

The site, www.savingsbond.gov, is an easily navigable wealth of information. In addition to purchasing bonds, visitors can check current interest rates and learn about the different types of bonds. Customers can pay online using a major credit card. The site advises that all bonds are sent out as first class mail and should arrive within two weeks. They can be sent to APO and FPO boxes but not regular overseas addresses.

Another helpful feature is an online calculator that helps individuals determine the current worth of their bonds. For instance, a $50 Series EE bond purchased for $25 in January 1992 would fetch $40.12 if redeemed now. These figures are presented in an easy-to-read, printable table.

A section of the site specifically for children, (www.savingsbonds.gov/sav/savkids.htm) features games, information, a glossary and information about the U.S. Savings Bonds 2000 National Student Poster Contest. The site also lists previous contest winners and shows their posters.

Questions about the site can be e-mailed to buybonds@bpd.treas.gov.

Story by American Forces Press Service.

Eye on the Fleet

EYE ON THE FLEET is a monthly photo feature sponsored by the Chief of Information Navy News Photo Division. We are looking for HIGH IMPACT, quality photography from SAILORS in the fleet to showcase the American Sailor in ACTION.



HOMECOMING

Jennifer Conners awaits the return of her father, DK2 Timothy Conners, of Marquette, Mich., as the landing command control ship USS *Mount Whitney* (LCC 20) pulls into Naval Station Norfolk.

Photo by PH3 John A. Marshall

GOING ASHORE

Members of South Africa's Special Defense Force descend a cargo-net ladder from SAS *Drakensberg* to a small boat from the dock landing ship USS *Carter Hall* (LSD 50). South African troops participated in joint amphibious beach landings with American troops as part of *West African Training Cruise* '99.

Photo by PH2 Shane McCoy



MC Don E. Adams, from Asheboro, N.C., works to bring the transportable ecompression chamber (TRCS) online. The TRCS was used to treat divers uring the recovery of EgyptAir Flight 990.

hoto by PH3 Isaac D. Merriman

UNDER PRESSURE





WORLD VIEW

OS3 Davina McGinnis from Louisville, Ky., and OS2 Bryan L. Edmonson of Chatsworth, Ga., track surface contacts from the Combat Direction Center aboard USS *John F. Kennedy. Kennedy* joined units from France, Great Britain, Egypt and other NATO countries participating in Central Command's joint training exercise *Bright Star.*

Photo by PH3 Isaiah Sellers

Eye on the Fleet



FROM THE DEEP

Members of the U.S. Navy's Supervisor of Salvage Task Force conduct a wet check on the Deep Drone Remotely Operated Vehicle (ROV). The Deep Drone was one of several pieces of equipment used by the Navy and Coast Guard in support of the recovery of EgyptAir Flight 990.

Photo by PH1 Tina Ackerman



SEEING SUPER

HM3 Demetriss Clark fits a Tanzanian woman with one of 2,000 donated pairs of glasses. One hundred forty three patients were given glasses on this particular day during *MEDFLAG 99-2*. *MEDFLAG* is a three-phase joint exercise involving U.S. Navy, Air Force and Army medical units and is hosted by an African nation. This year Tanzania was the host of the exercise.

Photo by JOC Gary Potterfield



FIRING LINE

The Ship's Security Force team practices firing shotguns aboard USS *John F. Kennedy* (CV 67) during local operations in the Atlantic Ocean.

Photo by PHAN Chris Moore



THIS WAY PLEASE

ABH3 Chris Carter from Laurel, Md., directs aircraft on the aircraft carrier USS *John F. Kennedy* (CV 67).

Photo by PHAN Chris Moore



MAN DOWN

During a mass casualty training exercise, HM3 Thomas Terry (right) discusses the treatment of a refugee's head wound with South African Defense Force 7th Medical Battalion Dr. (Major) Arnold Human (center). Sailors from the dock landing ship USS *Carter Hall* (LSD 50) worked with South African forces as part of *West African Training Cruise* '99.
Photo by PH2 Shane McCoy

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Last Word

Just how long is long?

By JO1 Robert Benson

You there, sitting in your easy chair with the remote and marshmallows and doughnuts and soda: What is it with this Insaneman ... er... Ironman thing anyway? What possesses someone to race all day long with breakneck effort?

The real hero among military competitors in the most recent Ironman Triathlon in Hawaii was Chief Signalman Christopher Arnold, who began the 140 mile race at 7 a.m. and swam, biked and ran — with dogged determination and without a break — until the clock neared midnight. His official time was just more than 16 hours.

Sixteen hours! Are you kidding me? Racing for 16 hours straight? Do you have any idea just how long 16 hours is? The Adult Mayfly begins life as an egg, hatches, grows, lives a full life and dies in less than 16 hours.

In 16 hours, you could get a full night's sleep, wake, work a full day, take a nap and eat dinner. You could get in your car and drive from San Diego to Denver, or you could sit through a dozen episodes of Jerry Springer, and have enough time left over to drive to a drugstore three hours away to buy some aspirin.

Sixteen hours!

"I just wanted to finish," said Arnold before the race. He did it, in the equivalent of two Jupiter days. Six-time winner and Ironman hero Dave Scott, who once did the race in a blistering eight hours, said, "I can't imagine being out there that long. Those guys are the real champions."

Most of us mere mortals struggle through a 10-minute race — the Navy PRT test. In 16 hours, you could do about 80 PRT tests and have an hour or two left over to suck pure oxygen in a medical tent.

If the thought of racing for 16 hours straight makes you sweat, consider this: You could board a plane at Kennedy Airport (New York City), fly to Moscow, clear customs, trek to the Siberian tundra and build an igloo — with less effort and time than Chris Arnold expended at the Ironman.

In less than 16 hours, an African Giraffe gives birth to her baby and watches it learn to walk and feed. Ocean plankton make their daily migration from the bottom of the sea to the surface (12 hours) and Rosie the Ribiter, a world-record holding jump frog, could cover some 15 miles in a 16 hour stretch if it did its 21 foot jumps back to back. When the Chief of Naval Operations announced mandatory exercising three times per week, these Navy Ironmen said, "We're Ironmen, we'll exercise three times per DAY (on hard days)!"

That's the preparation it takes to complete a race in 16 hours: dedication, sacrifice and a lot of pain. The Navy needs to take a long look at these Iron Sailors and study what makes them tick.

It surely must take more than good genes to go 16 hours, because 16 hours is just... well ... 16 hours: a long time.

In 16 hours, you can watch all the James Bond flicks featuring Sean Connery or you could visit every store in Minnesota's Mall of America, spending almost two minutes in each.

You could go to a 24-hour Laundromat at midnight, and wash your winter blues over and over until 4 p.m. the next day. You could climb Japan's Mount Fuji. You could enter and win a longest kiss contest. You could read this story backwards 800 times.

All in 16 hours.

None of those feats though, would equal the exhilaration of becoming a person who carries a title that symbolizes determination, fitness and a little bit of craziness:

Ironman.

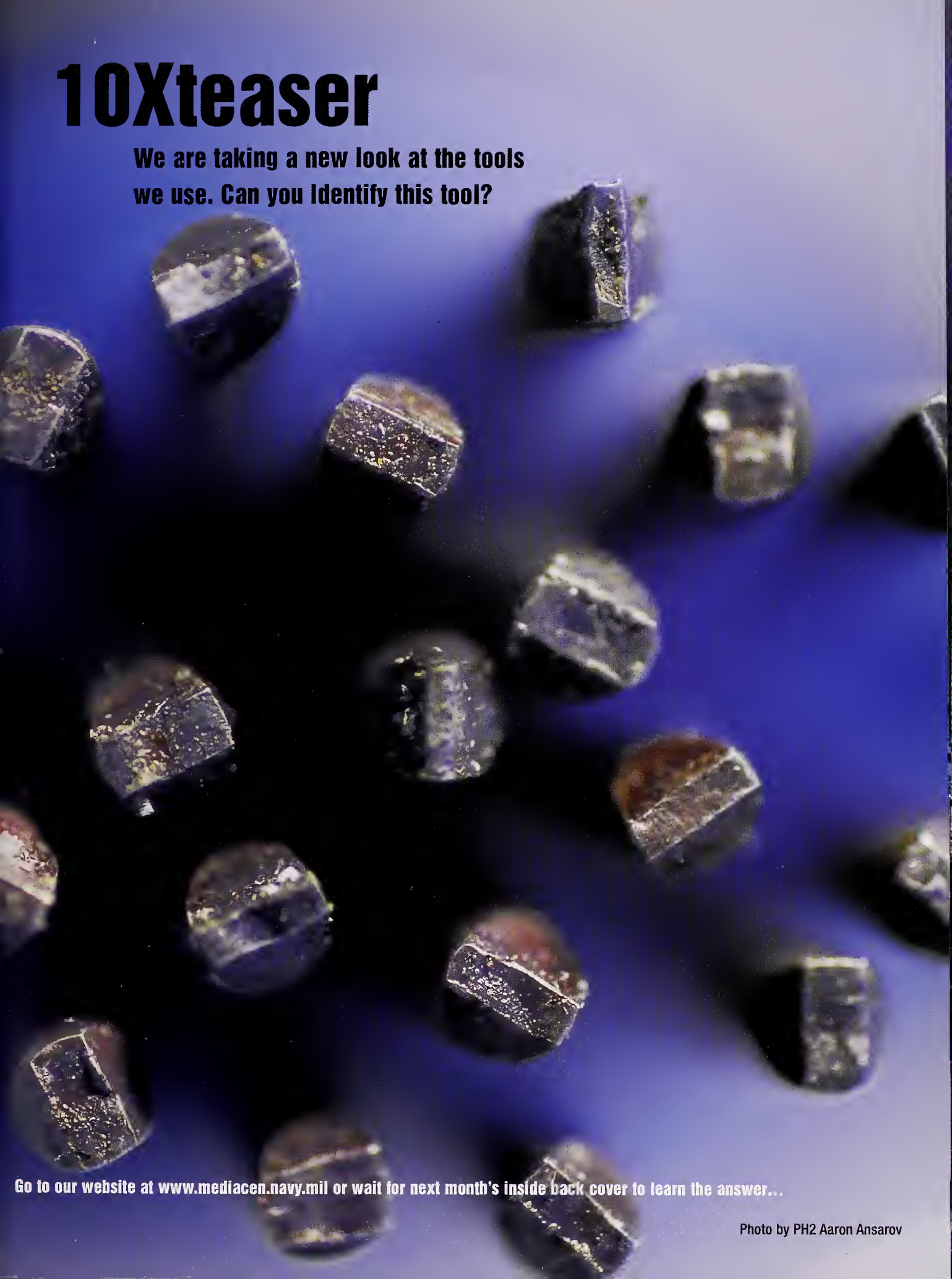


Chief Signalman Christopher Arnold of Miami, Fla., waits in line the day before the race to turn in his bike. The bikes are kept in a section on the pier over night so the competitors can get to them quickly after coming out of the first leg of the race, the 2.4 mile swim.

Benson is a photojournalist assigned to All Hands.

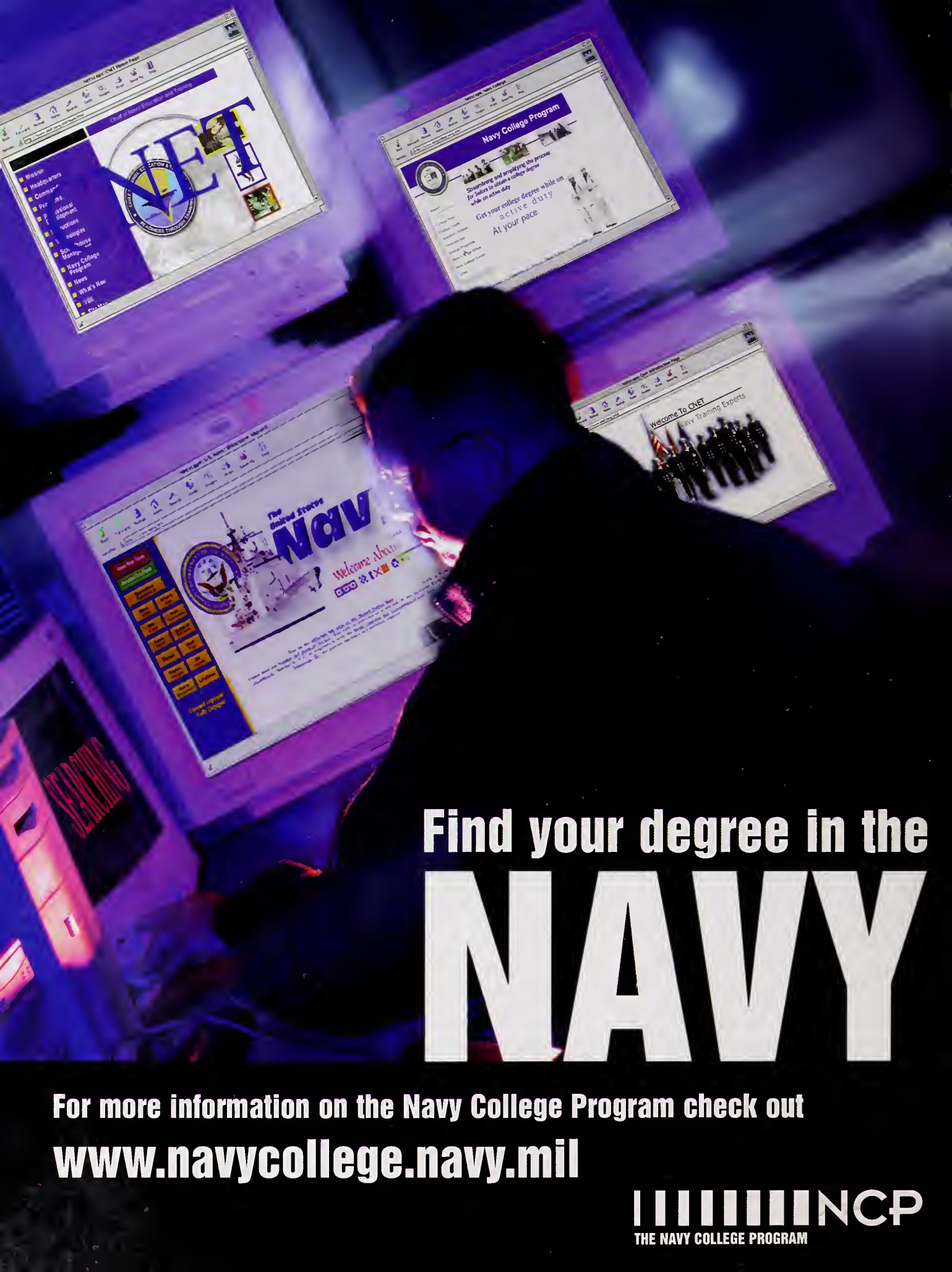
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Photo by PH2 Aaron Ansarov



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All Hands

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26 **Born on the Bayou**
On the swamps and rivers of the South, the "River Rats" of Special Boat Unit 22 are training to ensure there's no hiding from the brown-water Navy.

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Doctors and hospital corpsman took their expertise to the Kosovar town of Pasjani, where there's been no medical and dental assistance for the better part of a year.

38 **Made in the Shade**
Shades of Green offers you a luxury hotel in the heart of Disney World at affordable prices, thanks to Armed Forces Recreation.



All Hands

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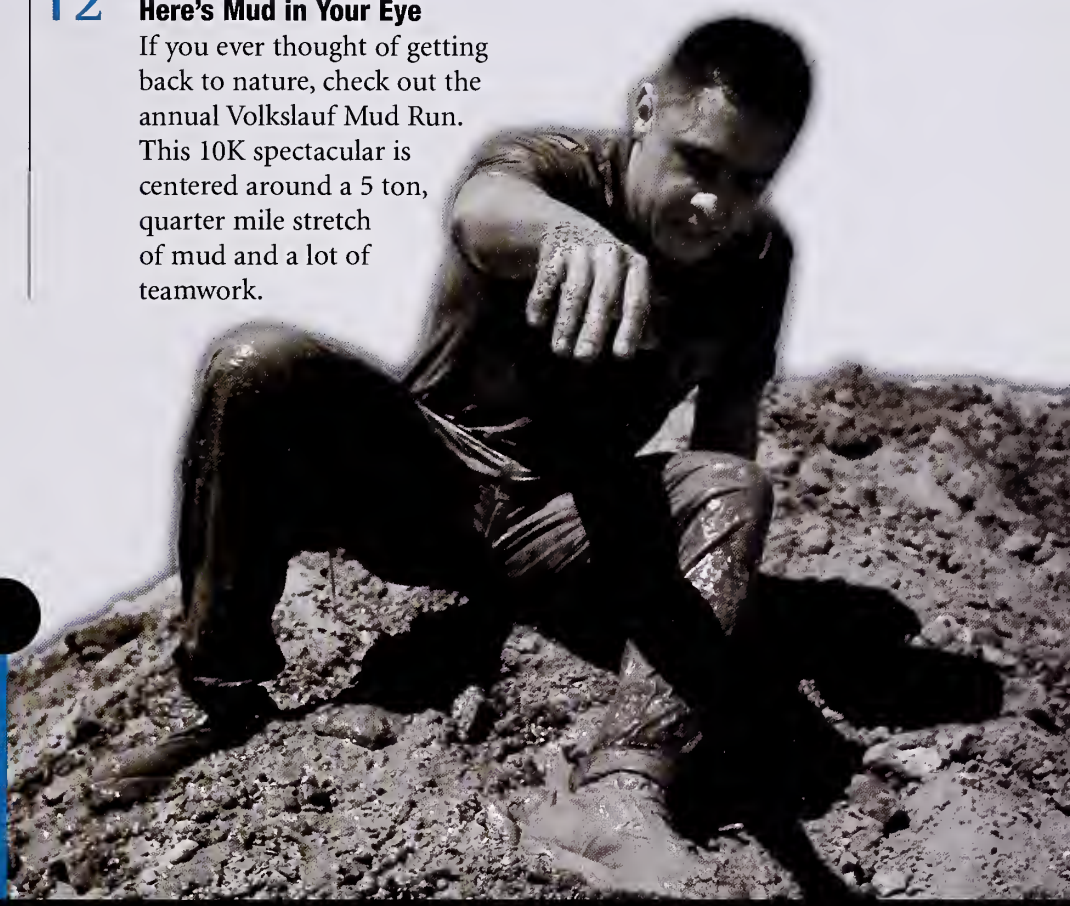
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40 **Touring "Mo"ments in History**
Since *Missouri* (BB 63) moved to Hawaii and opened to the public, she's had about 325,000 visitors —and still counting.

12 **Here's Mud in Your Eye**
If you ever thought of getting back to nature, check out the annual Volkslauf Mud Run. This 10K spectacular is centered around a 5 ton, quarter mile stretch of mud and a lot of teamwork.



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On the Front Cover

YN2 Jeffery Harney, Newark, New Jersey, holds his 4 week premature daughter, Jasmine, while at the NICU, National Naval Medical Center in Bethesda, Maryland.
Photo by PH2 Jim Watson

Next month

All Hands takes a look at 100 years of submarine duty

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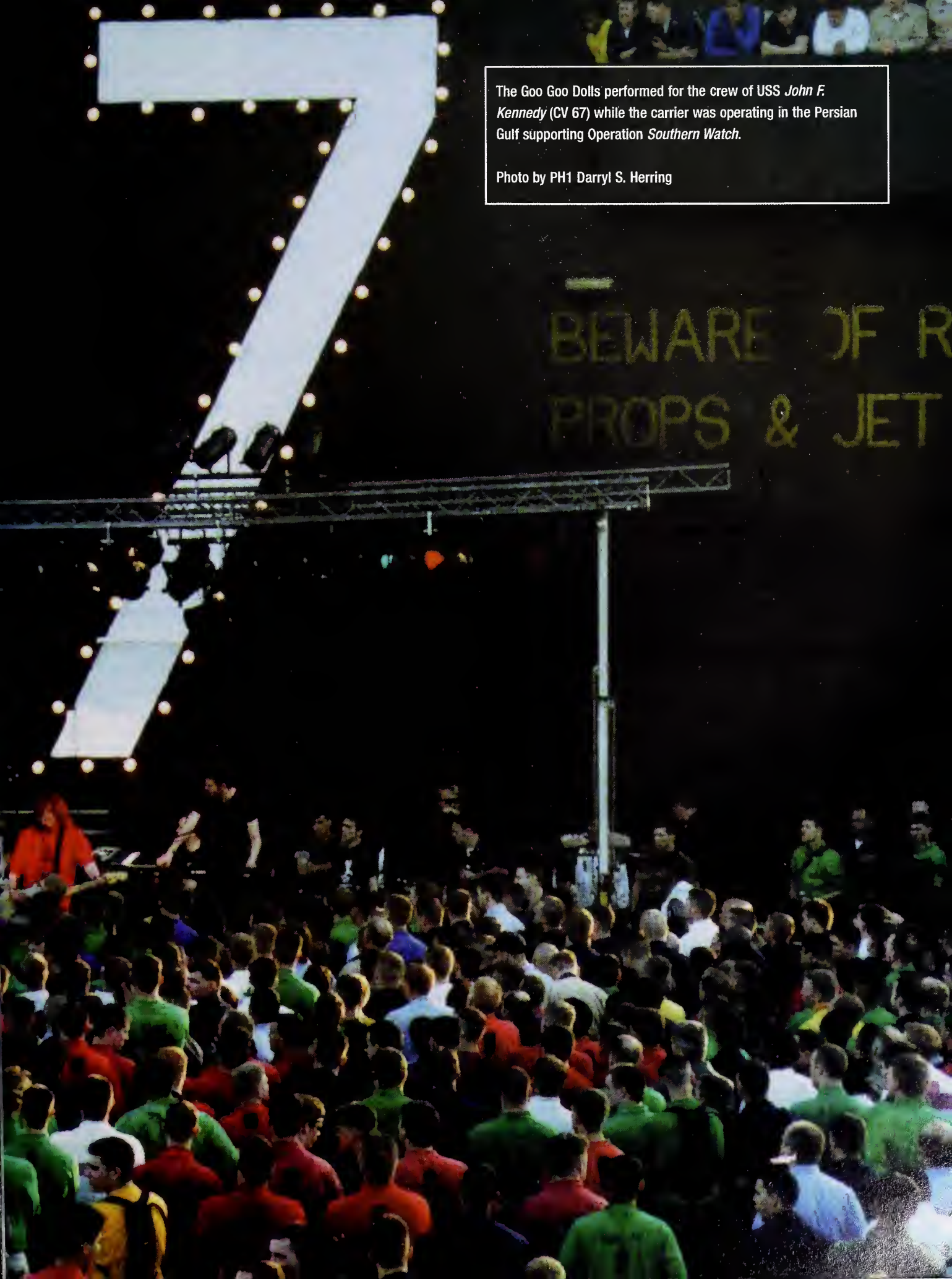

Rip
Roarin'



Briefly exposed to the world as they speed down a backwoods Mississippi river, the small group of Surface Warfare Combat Craftsmen prepare for battle in a combat craft armed to the hilt with heavy firepower.

Photo by JO1 Robert Benson


CPO
MESS
CATERER



The Goo Goo Dolls performed for the crew of USS *John F. Kennedy* (CV 67) while the carrier was operating in the Persian Gulf supporting Operation *Southern Watch*.

Photo by PH1 Darryl S. Herring

Letters

Editor,

I'm sorry I haven't written sooner. The face of your magazine has certainly changed over the last 17 years of my naval service. The look keeps getting better.

However, the catalyst for this letter today is your caption on Page 45 of the December issue. As a member of USS *Cushing* (DD 985), I recognized right away the mistaken name. We are named after the Civil War hero of the Navy, LT William B. Cushing. Perhaps PH1 McKinnon got a little "John" happy, naming us just after the USS *John S. McCain.*

HT1(SW) Thomas Sawyer
USS *Cushing* (DD-985)

Editor,

We are very happy that you ran a photo taken by PH3 Christopher M. Staten in the "Eye on the Fleet" section of your December 1999 edition.

However, in the photo "Flashlight Fun," the Sailor in question German Cruz is identified as BM3 German Cruz from Camden, N.J. This is incorrect. It should read ABH3(AW) German Cruz.

We would appreciate if you would correct in your next available issue.

LTJG John J. Rosso, PAO
USS *Bataan* (LHD 5)

Editor,

I recently read the January 2000 *All Hands* magazine. I have always found the publication to be enjoyable and knowledgeable, but for the last 6 years you have misnamed the 'AW' rating every time you printed Enlisted Ratings. Since Nov. 16, 1993, the 'AW' rating is officially named Aviation Warfare Systems Operator, as per NNS 1000, which was released in the NAVNEWS 088/93.

The 'AW' rating is filled with highly motivated sailors, who are very proud of their rating. It is also a highly dangerous rating. In 1998, *Navy Times* listed the 'AW' as the most dangerous rating with mortality rates three times higher than the second leading rating of the group.

AW1 Charles Raygor
Naval Station Annapolis
Annapolis, Md.

Editor,

I cannot believe the picture you printed in your January *All Hands.* The one I am referring to is the picture of the underway replenishment on Page 8.

Not only is the seaman on the back of the probe not wearing his chin strap, but the one in front is between the probe and the side of the ship. But the worst part is HE'S STANDING BETWEEN THE SPAN WIRE AND THE INHAUL LINE!!!!!!!!!

This is a very, very major safety hazard. I cannot believe you allowed that picture to be spread throughout the fleet. That deckhand should have his qualifications pulled and be sent to the bridge to do coffee runs!!!

BMC(SW) J. Hall
Amphibious Construction Battalion 2, Little Creek, Va.

BY THE Numbers

25
The length of the light patrol boats (in feet) used by the Navy's riverine operators. (See story Page 26)

288
The number of rooms at Shades of Green. (See story Page 38)

500
The approximate number of neonatal admissions each year at the Neonatal Intensive Care Unit, National Naval Medical Center, Bethesda, Md. (See story Page 16)

325,000
The approximate number of visitors to the battleship *Missouri* (BB 63) since opening Jan. 29, 1999. (See story Page 40)

PRT moratorium extension announced

Navy officials recently announced an extension to the moratorium on processing administrative separations for PRT/body fat failures. The moratorium, originally introduced in January 1999, gave Navy health and fitness experts an opportunity to establish a program consistent with good health and a more arduous fitness standard.

Those efforts continue while officials strive to establish the most effective means of implementing a culture of physical fitness in the Navy. Program managers are working to develop a program that will encourage Sailors to make lifestyle changes beneficial to both the Navy and individual Sailors. The much-anticipated changes to the PRT program are expected to be announced in the near future.

Additional information is available in NAVADMIN 350/99 and from the PRT program manager, LCDR Neal Carlson, by e-mail at p601e@persnet.navy.mil, or DSN 882-4242/(901) 874-4242.

Story by Michael McLellan, NAVPERSCOM public affairs, Millington, Tenn.

Deploy home - recruiting duty

When it's time to walk down the brow of your ship for the last time, you may be able to join the many Sailors who are getting orders a lot closer to home.

In fact, Aviation Electrician's Mate 3rd Class (AW) Ansuma M. Marbey's shore assignment could hardly have been closer to home. From Tactical Electronic Warfare Squadron (VAQ) 136 aboard USS *Kitty Hawk* (CV 63) forward deployed to Yokosuka, Japan, Marbey was assigned to recruiting duty in East Orange, N.J., five minutes from his home in Newark.

"It's outstanding," Marbey said. "I can get off work and go home and see my family and friends every day."

While it may not be possible for every Sailor serving in recruiting duty to get an assignment that close to home, a recruiting tour offers several choices of locations.

"In close coordination with the Recruiting Selection Team, we will do our best to assign volunteers to the station of their choice," noted Yeoman 2nd Class (AW) Jeff D. Duvall, the E-4/E-5 Recruiting Detailer. "The orders themselves, when written, will assign members to a district. But the Recruiting Selection Team will work to place individuals as close to the location of their choice as possible."

For those less concerned with location, there are other benefits associated with recruiting duty. For example, all recruiters

receive $375 per month in Special Duty Assignment Pay (SDAP), a big incentive to take on the challenge of recruiting your future shipmates.

Sea duty credit of up to two years is another reason to choose recruiting duty. "For some NRDs, you get sea duty credit," explained Duvall. "For example, NRD New York is 24 months. If you go back to sea from New York and your sea tour is 48 months, you only have to do two years, and you're back on shore duty."

In addition, recruiting duty can be a very career-enhancing job for Sailors who excel, and successful recruiters have the opportunity to be advanced to the next higher pay grade, up to E-7. "If you're looking forward to getting advanced, it's good, rewarding duty," agreed Marbey.

As further incentive, recruiting duty offers educational opportunities that aren't available on most types of duty. According to Personnelman 1st Class (AW) Teddy G. Tan, the E-6 Recruiting Detailer, "You can go to school during working hours wearing your uniform and using Tuition Assistance. You can recruit and go to school at the same time."

Furthermore, recruiters receive a Navy warm-up suit as part of organizational clothing that they can use to prospect for recruits in their communities at events like high school football games, or just walking through a mall.

While there are many tangible benefits associated with recruiting, assignment to recruiting duty is also hectic and challenging. "Some of the challenges are the same as some of the benefits," said Chief Boatswain's Mate (SW) Ken L. Edwards, the E-7 Recruiting Detailer. "Time management is a challenge. Communications, trying to talk someone into the unknown is a challenge - but these are skills you take with you when you leave."

INNOVATORS:

DD 21 to be powered by electric drive

The Navy recently announced that the Land Attack Destroyer, DD 21, will be its first class of ships designed and built during the 21st century to be powered by electric drive, featuring an integrated power architecture. The first of the DD 21 class of destroyers is expected to be in commission by the end of this decade.

Underscoring the importance of using integrated power technologies, Secretary of the Navy Richard Danzig said, "Changes in propulsion systems fundamentally change the character and power of our forces. This has been shown by the movement from sail to steam or from propeller to jet engines or to nuclear power. Electric drive will reduce the cost, noise and maintenance demands of how our ships are driven. But even more important, electric drive, like these other propulsion changes will open immense opportunities for redesigning ship architecture, reducing manpower, improving shipboard life, reducing vulnerability and allocating a great deal more power to war-fighting applications.

"Major benefits related to electric drive are derived in two areas: war-fighting capability and quality of life for Sailors. In terms of warfighting, this technology represents significant increases in stealth capability through signature reduction, and a large increase in available power that is seen as critical to future weapons systems that will be aboard Navy ships. Electric drive technology also represents great potential to improve the quality of life for embarked Sailors. It will free up large amounts of internal space, leaving room for habitability improvements, including the potential for a stateroom for every Sailor.

"The key design element of integrated power and electric drive is a single source generator for the requirements of all ship's power needs, including propulsion. One of the most attractive elements in the design is the resultant elimination of the drive shaft and reduction gears found in traditional Navy ships. The Department of the Navy decision to team DD 21 with electric drive for its propulsion comes after careful consideration among several possibilities studied by the two contractor teams involved."

Danzig noted, "This is a long sought and much desired goal. DD 21 will truly be the first 'Smart Ship' built from the keel up. Electric drive technology is integral to that. The warfighting and quality of life benefits that can be derived from this means that our Sailors will walk aboard a ship that is unlike any other they have known ... this shift in propulsion reflects our wider efforts to change the very culture of the Navy. With DD 21, Sailors will live, work and fight aboard a ship that values them like never before."

From the Office of the Secretary of the Navy

Around the Fleet

TIME CAPSULE



This month's issues from 25 and 50 years ago featured articles about progress in Navy technology and organizational structure. The issue from March of 1990 focused more on the lighter side of things and got personal with several lucky Sailors.

50 years ago— March 1950

In keeping with the Atomic Age, *All Hands* featured a story on the new medical course that taught Navy Corpsmen at Bethesda Naval Hospital about radio isotopes and their uses. Sailors at NTC Great Lakes, Ill., were using trailer parks as a solution to family housing shortages.

25 years ago— March 1975

We explained the new command hierarchy for the surface community and introduced Commander Naval Surface Forces Atlantic (COMNAVSURFLANT) and Commander Naval Surface Forces Pacific (COMNAVSURFPAC). Also, the Navy had just launched the nuclear-powered, guided-missile frigate USS *Virginia* (DLGN 38). Only four months later, DLGNs were reclassified as CGNs, guided-missile cruisers.

10 years ago— March 1990

All Hands spoke with Sailors starring in the movie "The Hunt for Red October" and carried a sidebar on author Tom Clancy. The magazine looked at carrier on-board delivery (COD) landings and highlighted liberty in Australia after Exercise *Kangaroo '89*.

SHIPMATES



Hospital Corpsman 1st Class **Terrance Anderson** received a Navy/Marine Corps Achievement Medal for superior performance of his duties as a Medical Officer Programs Recruiter at Navy Recruiting District, Atlanta. He processed more than 15 medical applicants in a nine-month period and as a rookie recruiter, recruited 50 percent of the Nurse Candidate Program.



Yeoman Seaman(AW) **Kevin D. Hampton** from Chicago, was selected for the All-Navy basketball team. At the Armed Forces tournament he averaged 14 points a game, and the team took second place. On to the All-Armed Forces team, he scored an average of 15 points per game during the tournament in Belgium against professional basketball players from Europe. Hampton is stationed at Commander, Operational Test and Evaluation Force, Norfolk.



Dental Technician 3rd Class **Brian G. Fay** from Dallas, Ore., assigned to 2nd Dental Battalion/Naval Dental Center, Camp Lejeune, N.C., was presented a Navy /Marine Corps Achievement Medal for saving a Greek civilian injured in a motor vehicle accident. Fay took charge of an accident scene, and provided emergencymedical treatment to an injured woman while on liberty in Corfu, Greece, during deployment in the Mediterranean Sea aboard USS *Saipan* (LHA 2).



Your shipmate's face could be here! Does your command have a Sailor, civilian employee or family member whose accomplishments deserve recognition? Send a short write-up and full-face color print or slide to *All Hands* magazine, Naval Media Center, 2713 Mitscher Rd., S.W., Washington, D.C. 20373-5819.

There is one immediate, but not tangible benefit, according to Marbey. "What I like most is the satisfaction when a recruit looks at me and says he wants to join the Navy, and I know he's going to do well."

Sailors interested in recruiting duty are strongly encouraged to contact the Recruiter Selection Team at DSN 882-9147 or (901) 874-9147. The recruiting detailers may be contacted for more information at DSN 882-3879/3861/3877 or (901) 874-3879/3861/3877.

Story by JO1 Daniel Pearson, NAVPERSCOM public affairs office, Millington, Tenn.

Check out the Virtual Naval Hospital

Are you searching for guidelines governing medical boards or physical exams? Do you need a reference on basic first aid or emergency war surgery? Maybe you're just looking for informa-

tion on common health concerns? If you log onto the Virtual Naval Hospital at http://www.vnh.org, you'll find what you're looking for and much more.

The Virtual Naval Hospital (VNH) is a digital health sciences library developed in 1997 as a joint venture between the Bureau of Medicine and Surgery (BUMED) and the University of Iowa. The goal was to provide a useful medical reference tool for isolated Navy primary care providers.

According to LT (Dr.) Denis Ashley, at the Office of the Chief of the Medical Corps at BUMED, "General medical officers and independent duty corpsmen at sea and in the field were expected to benefit from this innovative product. However, since the web site was developed, many more members of the Navy Medical Department have benefited from the volumes of helpful information on this web site. Subject matter, such as the Afloat Safety and Occupational Health Manual, Zygoma fractures, hyperlinks to medical, operational and DOD web sites worldwide and the presence of many pertinent on-line administrative instructions, enhance the usefulness of this resource."

The VNH is divided into three sections reflecting users' interests: "For Patients," "For Providers" and "Administration." The "Administration" section contains Navy Medical Department administrative information such as the Manual of the Medical Department along with BUMED Instructions and Directives.

The "For Patients" section offers helpful information on health promotion, disease prevention, first aid, consumer health organizations and links to other consumer oriented health sites. Clicking on the "For

Master Chief Petty Officer of the Navy
MMCM(SS/SW/AW) Jim Herdt

Speaking with Sailors

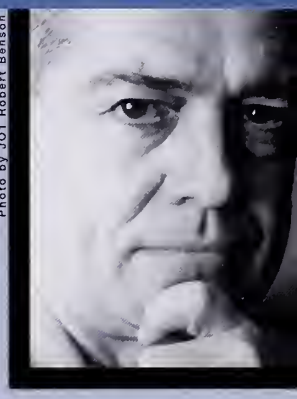


Photo by JO1 Robert Benson

Questions from all hands calls during the MCPON's recent visit to Japan.

Q: What is the status of the Navy College Program we've heard about?

A: That's a very exciting topic that is a win/win situation for the Navy and Sailors. It's still a project in the works, but there are several aspects that Sailors can and should take advantage of now. The Navy College Center and local Navy College Offices have issued more than 32,000 Sailor/Marine American Council on Education Registry Transcripts (SMART), to Sailors and colleges since Oct. 1, 1999. These are easy-to-get transcripts that give you and colleges the recommended amount of college credits for training you've received in the Navy.

The easiest way for Sailors to get their transcripts is on the Navy College Center's web page at www.navycollege.navy.mil, or call the toll-free number at 1-877-253-7152 (DSN 922-1828). The web page will show you specifically how many college credits are recommended for different ratings, and what requirements they meet.

Nearly every time I ask a Sailor why they joined the Navy, the answer includes furthering their education. This is a huge step toward making the process easier for Sailors. The next step is to form educational partnerships with well-respected colleges and universities that will accept as many credits as possible for Navy training and job experience. Bottom line: We're making the tools and resources more readily available to you. But, you've got to keep up the great work, and continue to push yourself to further your own education. It's an investment that will return ten-fold to you.

Q: How does the Thrift Savings Plan affect Sailors?

A: The Thrift Savings Plan was approved in the FY00 Defense Authorization Act. Now we, the Department of Defense, need to identify where the money can come from to pay for the program. Improving the future for Sailors is always a top priority for the CNO, CNP and myself. A big step to improve Sailors' quality of life was the pay triad passed last year that included our January 4.8 percent pay raise; the Pay Table Reform that takes effect in July; and the retirement reform giving Sailors a choice of retirement programs.

The Thrift Savings Plan is another program that will help Sailors prepare for a more financially secure future. It is a priority to identify funding for the program, and hopefully Sailors can look to reap the benefits in the coming years.

Speaking with Sailors **is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.**

Around the Fleet

Providers" section takes you to information on disease diagnosis, detailed medical procedure descriptions, continuing education, health promotion, environmental and occupational health, medical textbooks, professional health organizations and links to other health resources.

CD-ROM copies of the Virtual Naval Hospital are available to U.S. Navy, Military Sealift Command and U.S. Coast Guard medical personnel. To obtain your own copy of this CD-ROM, e-mail your name, rank and U.S. mailing address to cartographer@vnh.org.

Story from the Bureau of Medicine and Surgery, Washington, D.C.

Seabee underwater survey team in Venezuela

A group of Seabees from Underwater Construction Team (UCT) 1, based at Little Creek Naval Amphibious Base, Norfolk, flew into Caracas, Venezuela, to conduct underwater surveys in support of disaster recovery efforts following recent flooding there.

The four UCT 1 members charted the sea floor in the vicinity of Caracas for possible amphibious landing craft approach routes to the area. About 40 kilometers of the coastal highway were destroyed, which has rendered certain communities inaccessible to disaster relief efforts by land. The only way to currently get materials, equipment and personnel to the area is from the sea.

Due to the recent mudslides along the mountainous coast, existing charts may not show correct depths or underwater obstructions.

UCT 1 commanding officer, LCDR John C. Rosner, explained that the group used two different systems to map the ocean floor. One is the "bathymetric survey system" that uses a transducer towed by a boat to produce charts showing ocean depths and contours. The other system is called "side-scan sonar", which also uses a towed transducer but produces a detailed picture that will show any debris or obstructions on the ocean floor.

"We just purchased the system, and this will be the first time it has been used by the Seabees," said Rosner. He explained that although side-scan sonar has been used for some time, the technology has improved tremendously in recent years and now produces an image much like a photograph.

The Venezuelan Coast Guard provided a boat for the operation.

Four areas were that have been selected for mapping Rosner added.

Story by Daryl Smith, 2nd Naval Construction Brigade Public Affairs

New Navy-supported machine recognizes spoken words better than humans

The U.S. Navy is supporting new speech recognition research for its potential benefits to Navy sonar. Biomedical engineers at the University of Southern California (USC) have created the world's first machine system that can recognize spoken words better than humans can.

In benchmark testing, USC's speech recognition system bested all existing computer systems and outperformed the keenest human ears. The system may eventually advance voice control of computers and other machines, help the deaf, aid air traffic controllers and others who must understand speech in noisy environments; and instantly produce clean transcripts of conversations, with each speaker correctly identified.

"We'll definitely see an improvement in the interaction between man and computer," said Office of Naval Research Program Officer Joel Davis, who helped fund the research. "With speech recognition capability, computer keyboards could become obsolete." A demonstration of the Berger-Law Neural Network Speaker-Independent Speech Recognition System can be found online at: http://www.usc.edu/ext-relations/news-service/real/real_video.html.

Story by Loretta DeSio, public affairs officer, Office of Naval Research Public Affairs, Arlington, Va.

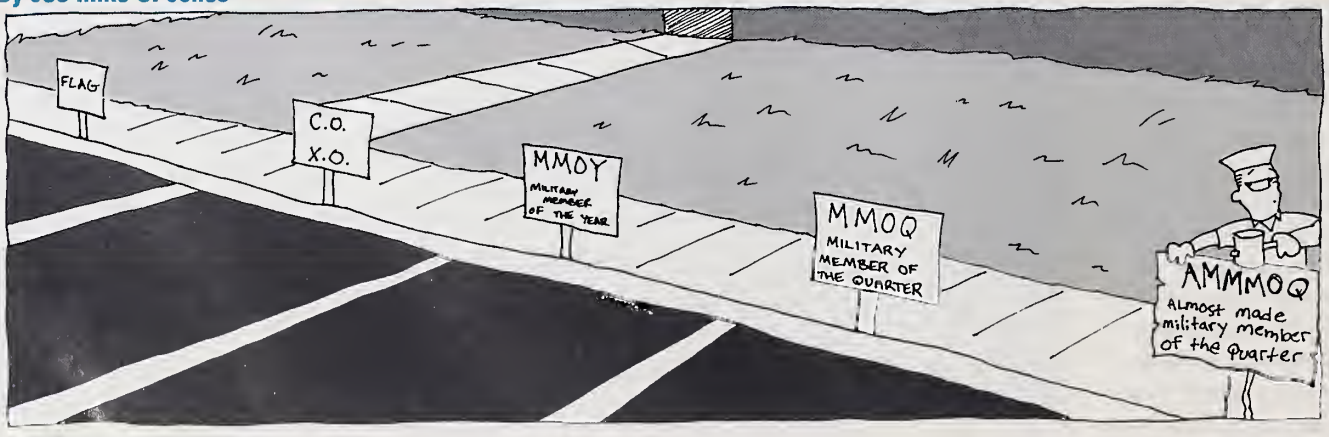
Unmanned air vehicle makes successful shipboard landing

The Navy recently moved a step closer to the reality of having Vertical Takeoff and Landing Unmanned Air Vehicles at sea.

An automatic landing demonstration with of the CL-327 *Guardian* unmanned air vehicle (UAV) was conducted on

Ricky's Tour

By JO3 Mike C. Jones



mikejones43@hotmail.com

Orassignment



Photo by JO1 Rodney Furry

Radical River Ride

Deep in Kentucky near Fort Knox, *All Hands* photojournalist JO1 Robert Benson met up with a group of Sailors who call themselves the "River Rats" – warriors who specialize in operating small craft in hostile, remote, river environments. "They're an isolated stash of people the world never sees or hears about," said Benson, who covered "Born on the Bayou" on Page 26.

Benson added that little else compared to the rush he felt onboard one of the group's speedboats, "screaming" down a small river not much larger than a creek – in total darkness – with all his trust placed in the hands of a night vision-equipped driver.

"Then the shooting began," he said. "It was a pretty cool sight. My senses were bombarded just as heavily as the falling foliage from gunfire."

board U.S. Coast Guard Cutter *Thetis* (WMEC 910).

During tests conducted off the coast of Key West, Fla., the CL-327 completed a series of approaches and stable hovering maneuvers over the flight deck to evaluate vehicle control and automatic landing system tracking accuracy. The UAV was then commanded to wave off and return to a pre-planned landing point. On its final approach, the UAV landed within six inches of the planned touchdown point within a pre-positioned securing grid.

"This demonstration is extremely valuable to the Navy's UAV program because it validated our automatic approach and landing development in a dynamic environment," said CAPT Lynden Whitmer, Navy UAV program manager. "The demonstration provides lessons learned that will be used during development of our next generation UAV systems, both on land and at sea."

Story by the Program Executive Office (Cruise Missiles and Joint Unmanned Aerial Vehicles).

No more gray-water Navy

Anyone who has ever lived on a boat or served aboard a Navy ship knows about the problem of handling gray-water; the non-oily wastewater from showers, laundries, galleys and heads.

The solution might come from the Aerated Non-Oily Wastewater Membrane Treatment System (AMTS), a new device designed to treat shipboard gray-water and vacuum-collected sewage. The prototype consists of a bioreactor, hollow fiber ultrafiltration membranes and an ultraviolet disinfection system.

If implemented, AMTS will eliminate costs associated with discharging non-oily wastewater to port handling facilities and eliminate fines associated with noncompliance. As an operational benefit, the system will allow ships to remain on their stations longer instead of leaving to discharge liquid waste at portside or at sea beyond 12 nautical miles.

Story by the Office of Naval Research public affairs office.

Trauma training saves high school student

Trained to handle diving, airborne and battlefield trauma Hospital Corpsman 1st Class(SW/FMF/DV/PJ) Mike L. McNair did not expect to use his training to save a 14-year-old girl.

While transporting a Marine for a surgery consult, McNair and his passenger, Marine Corps Staff Sgt. Leon Mook, were making their way through the morning rush hour in Virginia Beach, Va., when McNair noticed a book bag, tennis shoe and a sock on the ground.

Because they were approaching a high school, Mook and McNair thought a student's bag had fallen out of a car. All of a sudden, Mook yelled for his companion to pull over when he noticed a young girl lying alongside the road.

The corpsman, also trained in special amphibious reconnaissance, began a primary survey of the victim and noticed she was taking labored breaths. He immediately gave her oxygen.

"I knew right away right away that this was a very serious injury. When I looked at her eyes and saw that one pupil was blown, I knew I had a bad situation," he said.

Equipped with the standard equipment for covering a reconnaissance physical training session - a trauma bag, oxygen and a backboard - McNair went to work.

He later learned that the girl had been thrown onto the windshield of a car, suffering a severe head injury and fractures to her leg, arm and collar bone.

Someone in the group of bystanders used a cell phone to call for an ambulance and call the girl's home.

Before the ambulance got there, Elizabeth's mother, a physician's assistant, arrived and looked on anxiously as McNair helped her daughter hold on to life.

"Years ago I would have called it a coincidence, today I call it a God incident," said CAPT Dave Price, commanding officer of Navy Legal Services Office Mid-Atlantic. He believes the efforts on the scene were extremely valuable to saving his daughter's life. Price arrived on the scene moments after the accident. "The two individuals were guardian angels sent to take care of my daughter."

Since the accident, Elizabeth has undergone surgery and her condition is improving.

"It makes me feel good that I was able to do what I was trained to do. I have a daughter too, and I would want someone to be there for her," said McNair.

Story by Kimberly A. Rawlings, Bureau of Naval Medicine and Surgery, Washington, D.C.


Here's mud

Sailors, Marines take to the mud in unique challenge

in your eye!

Story and Photos by PH2 Aaron Ansarov



Ahhh, Mother Nature. What better way is there to bond with the earth, cleanse the soul and strengthen interservice camaraderie than by stripping down and jumping into waist high mud?

Sailors and Marines shed their uniforms and did just that recently, in an annual event rivaled only in magnitude perhaps by the famed Georgia Mudpit Bellyflop Competition.

The Volkslauf Mud Run (German for 'peoples' run) is an annual 10K race centered around a quarter mile stretch of mud – five tons of it, spread out nice and thick. A six mile jaunt doesn't seem too hard until you run the first four miles of obstacles, followed by another two miles with an extra 30 pounds of mud down your shorts.

If it wasn't enough of a struggle to make it through the event without an embarrassing time, the participants had to complete the race as a team. A minimum of four runners were needed to start the race, and they had to stay together throughout — which means they were only as fast as their slowest (or muddiest) member.

Though usually held in Northern California, the December Mud Run changed its location to Marine Corps Air Station, Miramar, Calif., for a day of fun in the mud.

Ansarov is a San Diego-based photojournalist for All Hands.





Above: The typical race uniform was not what you would normally see a runner wearing. Running shoes became combat boots, and shorts became camouflage pants. Some of the more experienced participants used duct tape to prevent mud from filling socks and pockets.

Below: The mud trail consisted of three mud pits about four feet deep which were divided by hills of dirt reaching up to 25 feet high.



Between the mud pits were 25-foot dirt hills that quickly turned to mud after the first group attacked them. It was then a conquest to make it to the top of the first hill, but a let-down to see the seemingly endless mud pits that followed.



Right: "It's not like swimming through water," said one participant about the mud pit. "It's more like wearing a 50-pound mudsuit while trying to stay afloat."

Far Right: After the first few miles, runners suffered a "trial-by-mud" as they started running through a 50-yard tunnell filled with 2-4 feet of water.

"Here's mud in your eye" was more than just a phrase for this mud runner.





Left: Race leaders, SEAL Team 1, can be seen in the distance as they make their way through the race without any trouble. They also had the fastest finish. Seal Team 1's months of practice for this race really paid off.

Below: Some thought the worst part of the Volkslauf Mud Run were the mud pits, but it seemed that the true challenge was getting mud out of every pore and crevice afterwards.







Above: A majority of the participants were there to enjoy the mud rather than to compete for time. Some people actually went through the mud pit twice to again savor the feeling of mud betwen their toes.







THE SMALL SURVI

Story and photos by PH2(AW) Jim Watson



ILL

It's 7 a.m. They've been crying all night and need more attention than a normal newborn child. You can quit now and go home to rest your weary, stressed out body or you can stay and help those who cannot help themselves. For the staff at National Naval Medical Center, Bethesda, Md., that's not even a question that passes through their minds. Treating premature babies is almost second nature to the doctors and nurses who make these children a part of their lives.

"The child isn't our only patient, though," continued Hutchins. "Teaching and comforting the parents of a preemie is also part of our job."



Conchetta Vinson holds the hand of her young son Shamar. Holding the child outside the incubator is not a common practice since body temperature is always an issue; yet touching and speaking to the child is very important.



Army Nurse (Capt.) David Hart knows great concentration is needed to work with such tiny infants as he takes a blood sample from one of his patients.

Gazing into the eyes of a newborn can capture your heart, but what if that fresh new life is 16 weeks premature? How can this infant capture your heart when it has not even opened its eyes yet? And what is more important, will this child live?

It's hard not to become fixated watching Shamar's rising and falling chest as it gives to the ventilator, a precaution since he's using lungs he formed only two weeks ago. He doesn't have the means to stop his lungs from collapsing if left to function on their own and lung disease is only one of the problems Shamar can develop without the defense of the small 2x3 foot plastic incubator he will find himself in for weeks to come.

A heat lamp that helps to regulate his body temperature beats down upon the little more than a pound preemie, warming skin that still shows signs of transparency. Although much of Shamar's skin is now richly opaque with pigmentation, veins and some bones are still easily observed. His occasional movements confound and almost startle his mother, as she doesn't expect something so small and fragile to be able to move. Yet, he searches for comfort, the comfort he had only days ago in his mother's womb.

Is it any harder to feel the warmth in your heart as you stand over him searching for signs of life? Signs barely recognizable through the lengths of medical tape and different colored tubes that now cover him in an almost robotic sense in an attempt to keep him alive. No … actually it's easier, for it's human nature to want to nurture those in need, and he will be needy for many months to come, if he survives.

A generation ago, the question of who lived and who died was easier to answer because of the limited technology available to treat the infinite problems of



Above: Getting the child out of the incubator and into the small bed is a race with the clock after surgery. The doctors must quickly get and keep this child warm and comfortable to ensure its health improves.

premature infants. Nature generally took its course. Today though, the Neonatal Intensive Care Unit (NICU) of the National Naval Medical Center (NNMC) Bethesda, Md., has a bounty of technologically advanced monitors, respirators and other wonders that can keep up to 24 of the sickest babies going day after day.

"Ten years ago a 24-gestational week (16 weeks premature) baby had about a 95 percent chance of dying," said Grace Hay, a civilian Registered Nurse (RN) for the NICU. "If the baby survived, it would probably have severe damage, but today the same baby would have about a 95 percent chance of surviving and the statistics are only getting better."

The NICU at Bethesda proves that with a mortality rate of three deaths for every 1,000 births, substantially lower than the national rate of seven to eight deaths per 1,000. With approximately 500 admissions per year, the NICU stays mighty busy, caring for up to 10 level III (critical care) preterm and term infants and 14 level II minimally invasive, stable and maturing infants with technology at every level.

Technological advances almost always bring difficult ethical questions about their impact on society. But nowhere are such questions posed more dramatically than in the NICUs of the world, whose rows of incubators hold preemies on the edge of life, and sometimes death. These fragile beings, some so small they fit in the palm of their parents' hands, hold all of life's potential as well as its most frightening possibilities.

"People think it is so cute and cuddly that I work with babies," said NICU Nurse (ENS) Theresa Hutchins. "They don't see the stress involved with the one-on-one care these children need.

"The child isn't our only patient, though," continued Hutchins. "Teaching and comforting the parents of a preemie is also part of our job."



Doctors explain what was completed in surgery for little Mackenzie McCulloch to her parents who stand waiting to see her after the long operation.

But how do you teach and comfort a parent who could lose or has lost a child? The NNMC provides a parental loss committee for discussion and support, and while it may not be 100 percent effective in helping with the loss, the hospital also has the Garden of Angels.

"The garden provides a place for the parents, nurses and doctors to rest and think," said NICU Nurse (LTJG) Kate Pineda. "There they can leave flowers for the children they have lost."

Pineda, a member herself of the Parental Loss Committee for NNMC, helps those who have lost a child. It is therapy for her as well–she and her husband lost their premature child.

"I remember how much I admired the nurses who helped me after I had lost my child," said Pineda. "That's what prompted me to want to help others, as well as work in the NICU."

Pineda now spends her shifts as a nurse nurturing the infants in her section and educating the parents on how to care for their new infant and explaining how medical technology has helped conquer what was impossible only 10 years ago.

Medical technology has certainly given us dramatically improved survival statistics for premature infants since the 1973 Supreme Court case, Roe vs. Wade, which set the beginning of the third trimester of pregnancy at about 28 weeks of gestation.

The case concluded that at this point the fetus was potentially able to live outside the mother's womb, although it would need artificial aid. The survival rate at that time for babies born prematurely at 28 weeks and a weight of 1,000 grams was about 10 percent.

"We are able to save more and more



A frenzy of help looks over young Mackenzie McColloch after she returns to the NICU from surgery.



Routine check-ups are part of the daily routine at the NICU. Each child is constantly cared for in an almost one-on-one environment.

"A baby must complete full feedings, maintain their own temperature and pass a car seat test before they are released to go home," said Hay. "Once the child has gotten to about the 35th gestational week, they are usually healthy enough and have completed the necessary tests to get them home.

babies each year," said Army Capt. David Hart, an NICU Nurse. "I'm amazed at how we can save a 24-weeker and roll them out of here in a month or two.

"Technology is growing and with it so is the capability of the NICU," Hart added.

With all the technology the NICU at NNMC has, it's still a cold fact that infants born at these early gestational ages face an arduous environment for which they are unprepared. A fetus within the womb is a work in progress, with an unforgiving biological clock controlling the development of every major organ system in the body. Like a flower bud plucked too early, a premature birth brings babies into a hostile world unfinished.

Even with such staggering obstacles to over come, NNMC's NICU is still beating the odds and more and more preemies are going home with their families each year.

"A baby must complete full feedings, maintain their own temperature and pass a car seat test before they are released to go home," said Hay. "Once the child has gotten to about the 35th gestational week, they are usually healthy enough and have completed the necessary tests to get them home.

"Infants born three or four weeks premature usually do well without medical intervention because all major organ systems are complete and they don't usually see the NICU," Hay said.

Depending on its gestational age though, a newborn may be incapable of sucking or swallowing, suffer from kidney failure or develop circulatory and bowel problems. At this stage in development the brain has a delicate vascular system, and many infants born at 14 to 17 weeks



RPSN Lactoria Benn holds newborn daughter Hannah in what's called a "kangaroo hold" allowing the child to feel the warmth of her mother's chest and hear the heart beat that lets her know she is with her mother.

early develop bleeding in the brain.

One of the biggest problems for preemies is respiratory distress syndrome. Before the 34th gestational week, the lungs of a newborn lack enough surfactant, a chemical that enables the baby to easily inflate its lungs. An infant's chance of surviving these and other problems use to depend on its endurance as well as its age at birth. Yet, technology intervened once again, and now lung disease is controllable.

"We now have a chemically-made surfactant that will enable a child to breathe on its own," said Navy Nurse (LT) Mark Ruch. "This takes the place of the surfactant the preemies are missing and stops the lung walls from collapsing."

It wasn't until the late 19th and early 20th centuries that crude incubators were first used enabling doctors to control the body temperature of premature newborns. And beginning in the 1960s, a series of developments revolutionized neonatal care.

Technological breakthroughs have made sensitive monitoring equipment available allowing medical personnel to continuously measure vital signs such as respiration, heart rate, brain activity and blood pressure. Mechanical ventilators began providing exact levels of oxygen and resuscitation equipment was used to rescue newborns in distress.

Sophisticated incubators that precisely controlled the newborn's environment became more and more available and infusion pumps administered intravenous fluids to the infants. And advanced surgical techniques were soon mastered allowing doctors to correct neurological and other problems that were previously untreatable.

These developments, along with a long line of new medications, had a

Above: Reaching through the isolatte, a nurse provides the small child his feeding of breast milk that is given every four hours.

Left: Smiles and laughter fill the room as Navy Nurse (LTJG) Kate Pineda guides Ayanna Rudd's parents, Jacquelyne and Dalton, in bathing their newborn.

Right: Civilian RN Grace Hay and others laugh and play with a child that came back for a visit after being released months ago and is in great health.



major affect on infant mortality rates in the United States and by 1992; the infant mortality rate had dropped sharply, to 8.5 per 1,000 babies.

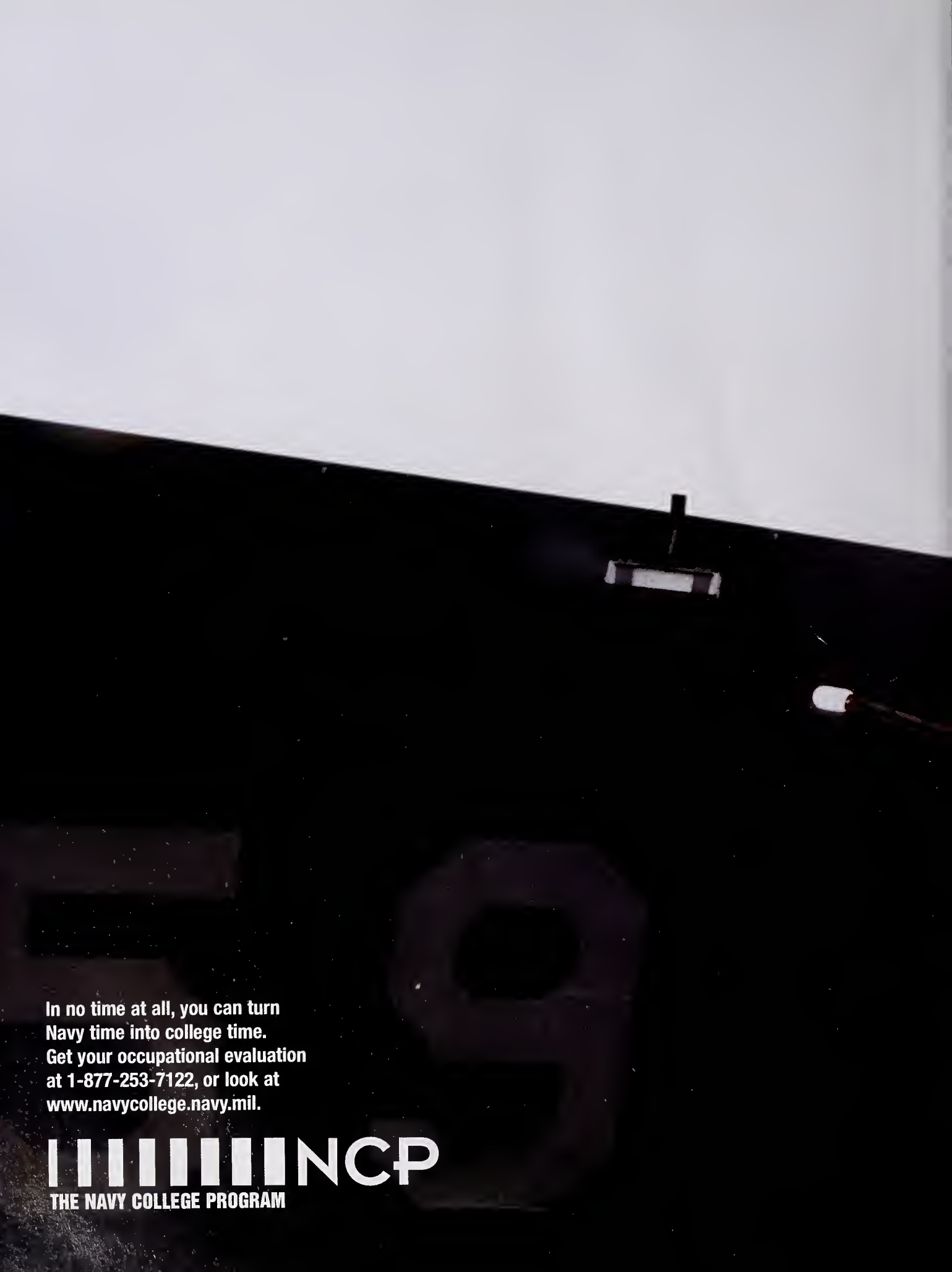
Even with all the developments we have made in technology and the ability we now have in saving premature infants, the best interests of a particular infant often is impossible to answer with any certainty.

"Sometimes it is easier to just let them go," said Hart who had been treating a small child who developed lung disease and was taken off resuscitation at the parents' request. "You have to think about the outcome of the child and whether another operation is going to cure the child or just make things worse."

It can be argued that continued life is virtually always in the best interests of the infant, regardless of the quality of that life. But what this viewpoint overlooks
is the suffering endured by these babies can sometimes be made worse by the procedures required for treatment.

By extending the horizon of life, agonizing decisions that did not have to be made a generation ago are in front of families every day. But at least now, with the arrival of new technology and medicines, most preemies do well, and the vast majority of children these days are being sent home healthy and ready to face the rigors of life. ◆

Watson is a photojournalist assigned to All Hands.


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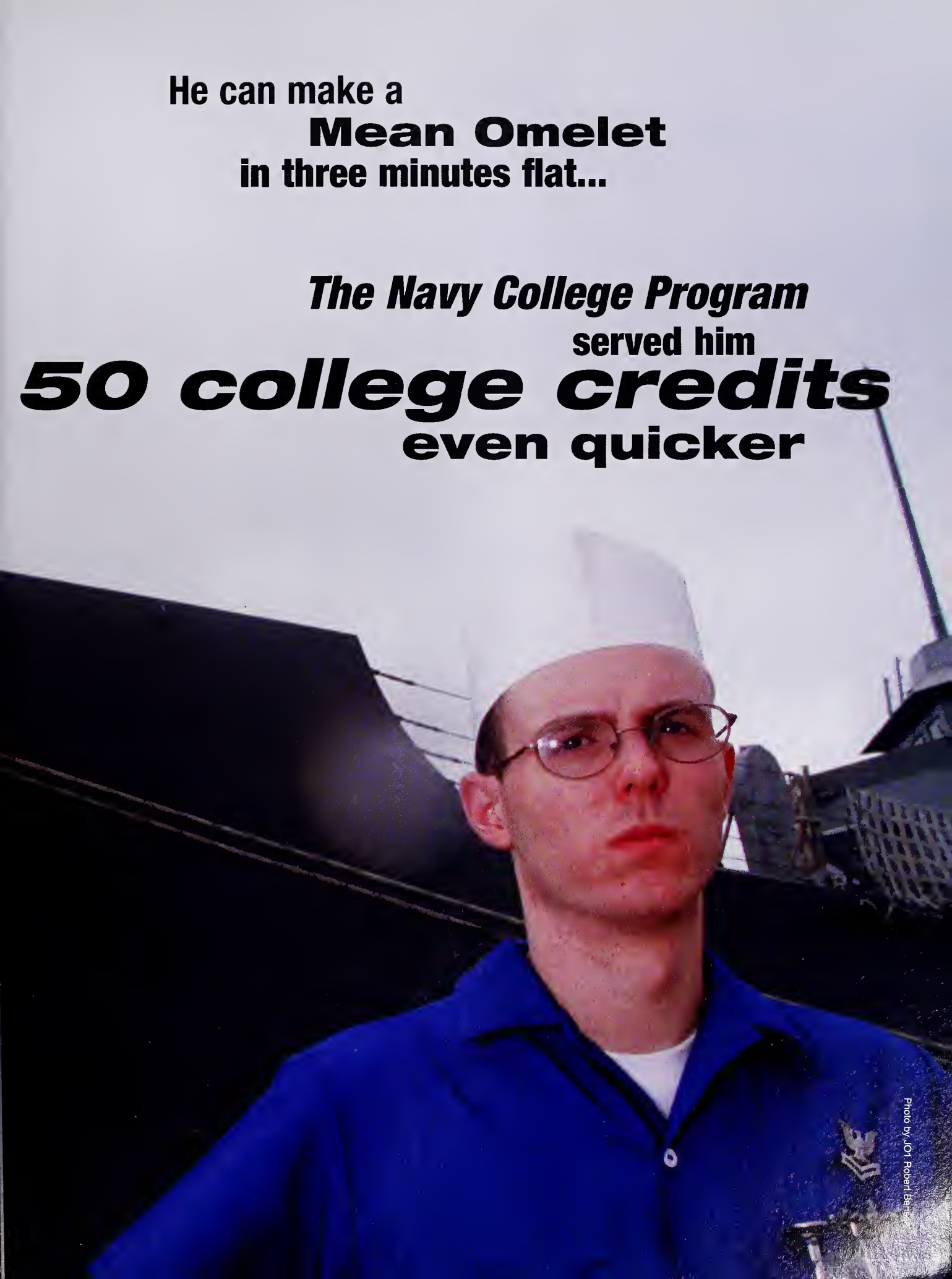
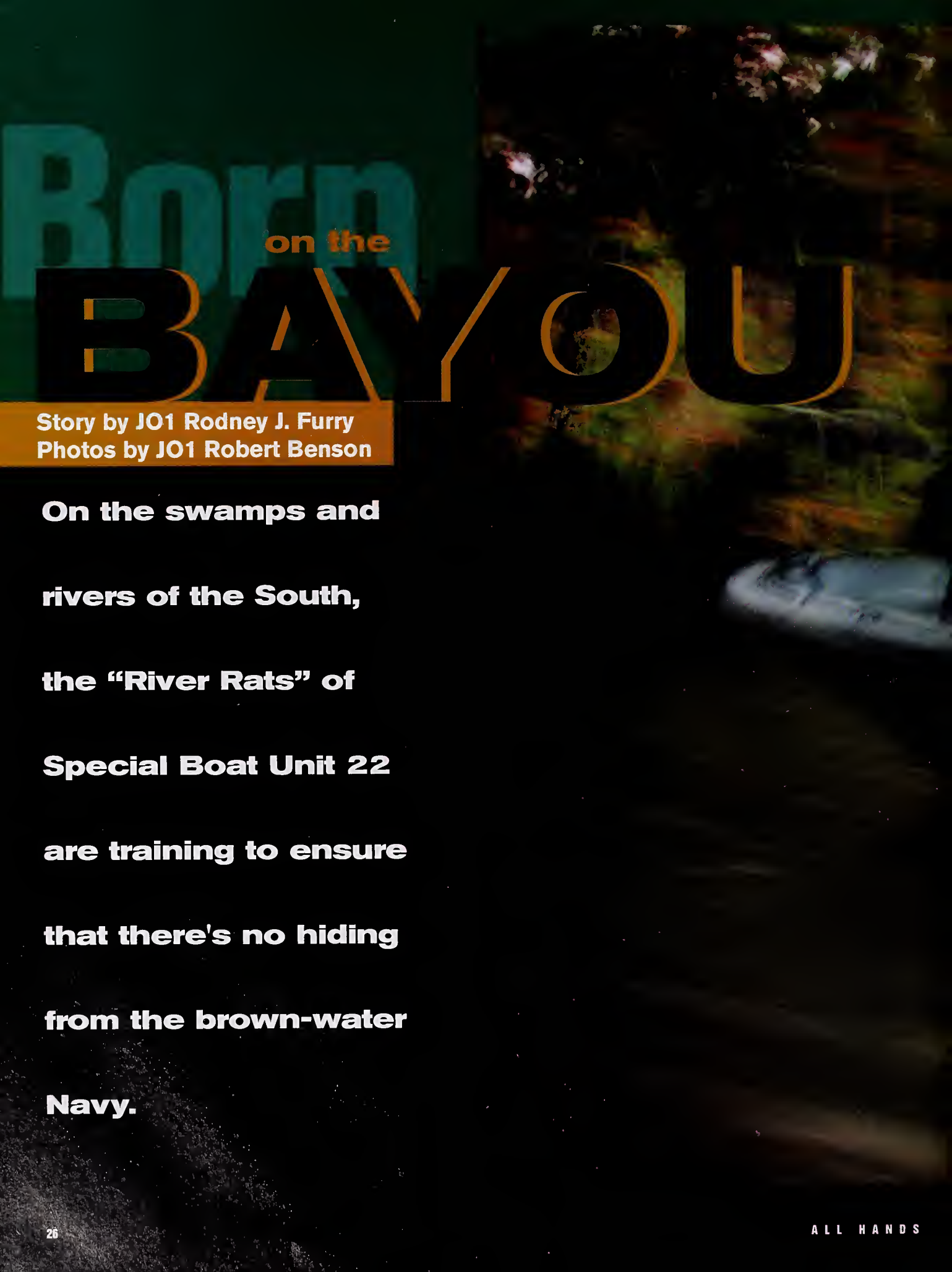


Photo by JO1 Robert Benson

Born on the BAYOU

Story by JO1 Rodney J. Furry
Photos by JO1 Robert Benson

On the swamps and rivers of the South, the "River Rats" of Special Boat Unit 22 are training to ensure that there's no hiding from the brown-water Navy.





Surface Warfare Combat Craftsmen prepare for battle during training on a small Mississippi River.

"I wish to have no connection with any ship that does not sail fast for I intend to go in harm's way."



Combat craftsman spray a mock enemy area with a barrage of live gunfire from M-60 machine guns.



Spent 50-cal. cartridges litter the deck of a Boston Whaler after a hail of gunfire. In a typical hot extraction, crewmen may fire as many as 300 rounds from any single weapon station onboard the craft.

In the pitch-black of night, a pair of small combat craft weave seductively in a tandem waltz down a murky, narrow corridor of water at break-neck speed. The words of the Navy's founding father seem to hang in the night as a buffeting cold rush of air force-feeds the scent of burning wood and the lingering, sharp smell of gunpowder. Like a blind man navigating a familiar path with a heightened sixth sense, Quartermaster 1st Class (CC) Jonathan Bauer seems to feel his way through the darkness. Even the faint, blue moonlight filtering through the passing treetops fails to light the way.

As a Petty Officer in Charge (POIC) of a small force of riverine specialists at Special Boat Unit (SBU) 22, Bauer knows well the rush of danger and the smell of urgency that goes with working in the riverine environment.

"It's a difficult environment to work in because rivers are unpredictable. They're always changing, and full of debris, both on top of and below the water," he said.

Not to mention the human threat that lurks along the corridors of remote shoreline they train to face.

The legacy of riverine warfare has been handed down through almost every war in which the United States has fought. The need for readiness remains in peacetime, though the riverine operators are limited to training the military forces of our allies for internal defense. Thousands of miles of river wind through almost every geographic region on earth, and while most are peaceful waterways, each has the potential for being a strategic military stronghold.

"The Special Operations Command (SOC) found that they needed a force that could operate in a riverine environment," Bauer said. "Though other branches like the Marines have riverine operations, we specialize in insertions and extractions. We are now completely SOC forces where we perform missions inserting SEALS, A-teams or anyone else," he added.

When they train, they train for the worst. Like the teams they support, the crewmen embrace a philosophy of dominance through superior firepower.

Back on the river, they are training to extract small units under fire. Rushing onto the scene at up to 30 knots, the pair



Through the eerie green glow of a nightvision lens, the undercover world of the combat craftsman is revealed. Here, a team member operates from a hide along the Pearl River in Mississippi.



Armed to the teeth, crew members listen to a mission brief prior to a training exercise in the bayous near Stennis, Miss.

of small converted Boston Whalers deliver a hailstorm of protective fire from a trio of M-60 machine guns aft, and a thundering .50 caliber machine gun at the bow. Bauer wheels the combat craft on a dime, pointing the bow to the shore. Tracers randomly pierce the darkness as Interior Communications Electrician 3rd Class (CC) Marcus Rivchin Jr.. shreds the dense foliage with a barrage of covering fire.

It's a hypnotizing symphony of destruction kept in time by a thumping, .50 caliber drum beat accented by the clink-clinking melody of spent rounds bouncing off the deck. As the platoon of SEALS climbs aboard, Rivchin directs them to their places along the gunwales while the second combat craft races around the periphery echoing the fusillade with its own weapons in a choreographed dance.

"You have to understand everyone else's job and how they work together," said M-60 gunner, QM3(CC) Ryan Rico. "You

have to be able to fit together under stress. To be flexible mentally, and make sure that no one else is put in jeopardy," he said.

Bauer added, "You have two combat craft working with NVG's, so it's a very focused field of view. The wake could throw somebody's aim off and that's all it would take to have a catastrophe. That's why we train so hard to make sure they know how that wake hits."

In a typical "hot extraction," the crewmen may fire as many as 300 rounds from any single weapon station. Still, hot extractions are rare and usually occur only when something's gone wrong. For a group so adept at making a lot of noise, their true skill is silence. Another primary duty is riverine surveillance.

In wartime, rivers become major thoroughfares for personnel and supplies, and brown-water Sailors are the indispensable eyes and ears on-scene for military commanders. Under the cloak of darkness, they can slip into a cocoon of overhanging foliage. With the added cover of camouflage netting, and in total silence, they can lay in hiding for as long as a three-day stretch, gathering intelligence by watching the river's traffic.

"It's not the most pleasant experience," said Bauer. "It's hot and cramped, and you're constantly being harassed by mosquitoes and wasps. But it's amazing to sit in total silence and watch as fishermen cruise by just a few feet away and they don't know you're there," he said.

Backing up their surveillance capabilities are a variety of technological devices that can monitor activity on the rivers using infrared and acoustics. They use many sensors, including video and still cameras, to expand their vision over a wide area.

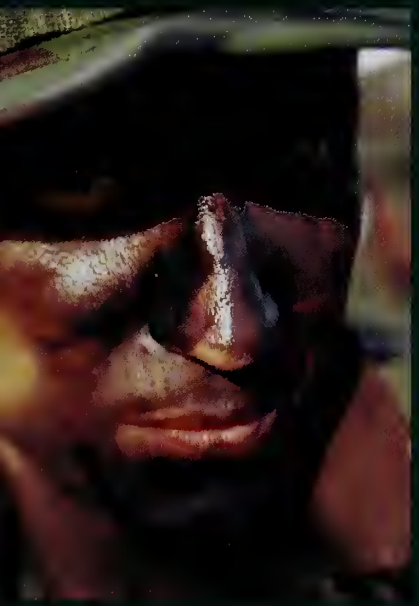
Since so much time is spent on the combat craft, it naturally feels like a home away from home to some. And not a very big home either. At a mere 25 feet long, the light patrol boat (PBL-CD), is the heart of the River Rats' capability. Though reminiscent of the fast, lightweight Boston Whaler it's made from, all similarity disappears north of the waterline. A center-mounted console maximizes deck space and provides the POIC an almost unobstructed view of the area around the craft when performing high-speed maneuvers. The reinforced deck supports mounts for the M-60 and .50 caliber machine guns, and if necessary, MK-19 grenade launchers. The entire arsenal is powered by a pair of low-profile outboard engines.

Still, the platform remains unperfected. From their training facility at the NASA Space Center on the bayous near Stennis, Miss., the unit continues to experiment with different configurations and will soon be operating from a combat craft designed from the hull up by the crewmen themselves.

The freedom to make important decisions about what kind of equipment to use and how to use it is one of the many reasons combatant crewmen are attracted to the world of special warfare.

"The challenges are endless," expressed ITC(CC) Mark A. Siewinski, Det. Foxtrot OIC. "But you get a lot of personal satisfaction from it. There's plenty of opportunity to learn about everything from weapons, to operations, to engines," he said.

Out on the river, with the wind whipping around him and the water rushing by, Rico leaned reassuringly on his M-60



Under a covering of camouflage face paint, EN1(CC) Dallas Hill blends into the background.



In the speed-hungry combat craft, goggles cut the headwind and radio gear allows communication capabilities for IC3(CC) Marcus Rivchin when gunfire makes it too loud to hear a person a foot away.







Amid splash, backwash and mist, EM3 Marcus Caldwell watches the rear view world from the stern of a combat craft.



Above: Flares lit up the night sky during the exercises.



Left: A pair of combat craft silently motor upstream on a small river near Fort Knox, Ky.



Left: IC3(CC) Marcus Rivchin fires a .50 caliber machine gun at a mock enemy.

and confirmed that while challenges and choice equipment are attractions, what really keeps Sailors in the riverine community satisfied is the excitement.

"High speed and low drag. That's the pinnacle of how we work, and that's what makes it the best," he said.

John Paul Jones may not have considered a brown-water Navy when he made his fateful demand for speed in the face of danger. But if he were alive today, he would without a doubt, be proud to ride with the River Rats. ◆

Furry is a San Diego-based journalist assigned to All Hands *and Benson is a photojournalist assigned to* All Hands.



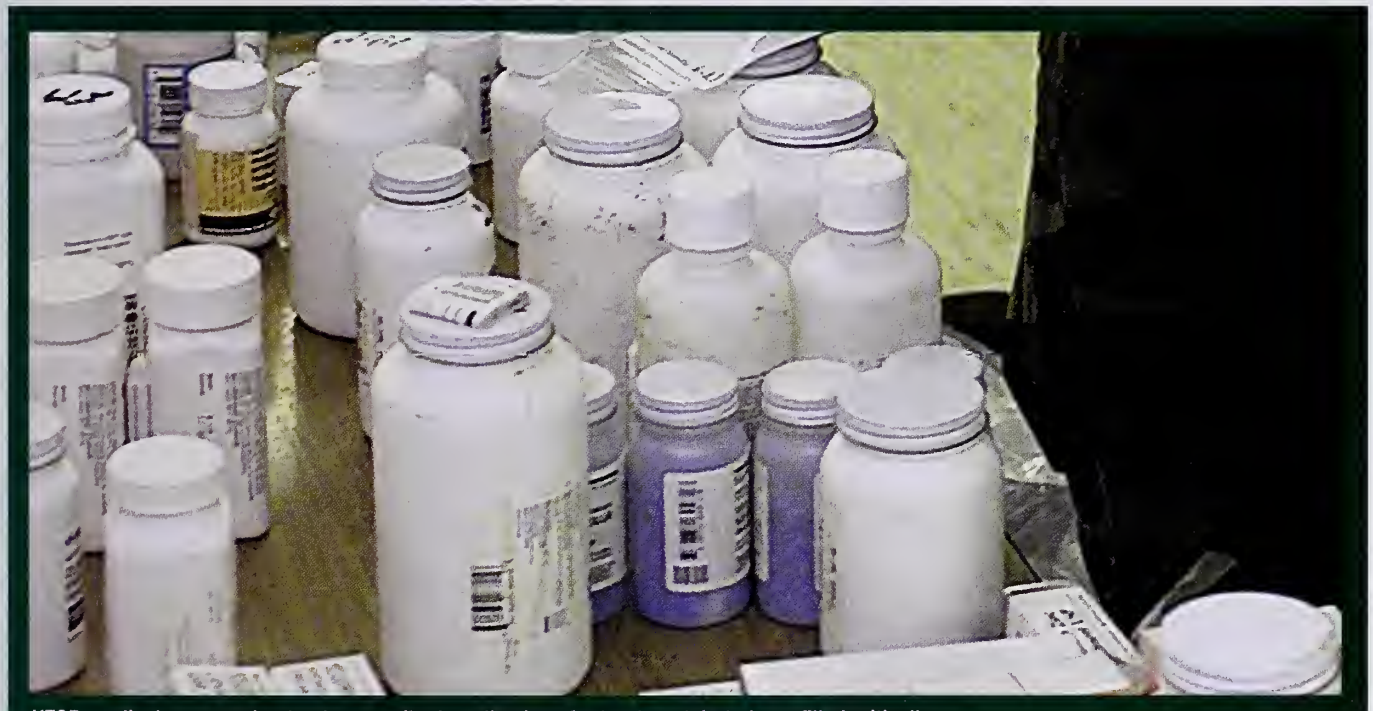
Army Maj. Michael Evans sews up the gums of an 81-year-old man after reducing the bone that had gone through them.

TEAM FOR HUMANITY

House Calls

IN THE RUBBLE

Story and photos by PH1 Jim Hampshire



KFOR medical personnel not only prescribed medications for treatment, but also refilled critically needed medications for blood pressure and other problems.

One of the few unharmed buildings in the Kosovar town of Pasjane has suddenly become the center of activity for miles around. Soldiers and Sailors offload boxes from American and Russian vehicles parked outside while security elements watch the perimeter with their M-16A2 or AK-74 rifles in hand.

This is a MEDCAP, the Medical Civilian Assistance Program. Navy corpsmen join Army doctors, dentists, medics and other Kosovo Force (KFOR) medical personnel to go out and do what they can for the local populace. Medical treatment has ceased to exist for the better part of a year in this war-torn province, and the people are desperate.

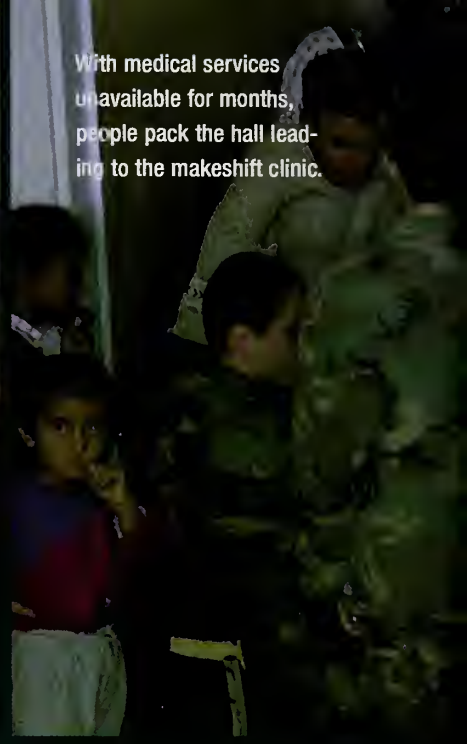
In the hallway, an Army officer and a translator work hard to maintain order in the anxious, milling crowd. The local mayor tries to move people to the head of the line, a real problem. If KFOR ignores him, they could easily destroy what little shaky authority exists here, but if they allow it there's a real chance of people mobbing the makeshift clinic. After a hushed, but serious discussion out of earshot of the waiting patients, an agreement is reached. Both order and face are once again preserved.

Folding tables and chairs are arranged along the walls of an empty basement where members of the 299th Army Field Support Battalion, corpsmen from the 3rd Navy Mobile Construction Battalion and a Russian Army medical team get ready. Flak jackets are removed and weapons are placed out of the reach of their patients. Translators are assigned and the floor is swept. This is the most advanced medical facility around.

A steady stream of people starts to flow in and patients are directed to various treatment areas. An elderly woman ponderously walks five feet and



HM3 Rashad Boyd checks a man's inflamed tonsils.



With medical services unavailable for months, people pack the hall leading to the makeshift clinic.







Far left: Russian Army Captain Susoyeu Igoz listens to the wheezing of a child brought in for help.

Left: HM2 Alex Maddalena listens to a child with breathing problems.

Below: HM2 Alex Maddalena changes the dressing on a child's leg from an earlier MEDCAP.



sits down with excruciating slowness. Army 1st Lt. Chris Dickinson, of Texarkana, Texas, asks Ivica Stojanovski, a translator from Macedonia, "What's wrong?" With expansive gestures and dramatic voice, the old woman slowly explains her ills. Stojanovski takes a deep breath, scratches his head and sighs, "She says everything."

For Russian Army Captain Susoyeu Igoz, of H.N. Kamenica, the translation is more difficult. Being Russian, patients are hesitant to see him, reluctantly sitting in front of him with closed expressions. To further complicate things, he doesn't share a language with the translator working with him at the moment. Every question must travel to one of his men, to the translator, then to the patient, and back through the same tortuous route. But through extra effort on his part, his patients still leave with a smile.

Though comparatively primitive, this MEDCAP provides critically needed services. In one corner, a doctor prescribes antibiotics to stave off a potentially deadly infection. In another corner, a Navy Corpsman refills an elderly man's blood pressure medication for the first time in months. Between them, a two-month-old child gets a medical examination for the first time in its short life.

The Navy corpsmen, HM3 Rashad Boyd of Los Angeles and HM2 Alex Maddalena, of San Diego, finally stop long enough for a cold Meals-Ready to Eat (MRE). "This is so frustrating, I feel like I'm on an assembly line," Boyd tells Maddalena, still dealing with the chaos of his first MEDCAP. "The whole time in Corpsman School they hammer into us the patient is important — spend as much time as you need to be absolutely sure." Words fail Boyd as he looks into the hallway where people wait. Five abreast, they run the length of the 40-foot hallway and out the door.

"Don't let it get to you, just do as much as you can," says Maddalena, putting his hand on Boyd's shoulder. "You're doing great, you can't do everything today. We'll be back." Boyd returns to work, not quite finished with his meal. "You can only do so much working out of a backpack," adds Maddalena, joining him.

Ten feet away, a young girl sits on a folding metal chair, the kind the PTA sets up in schools back home. Army Brigade Dental Surgeon Major Michael Evans, has just finished numbing her four bad teeth with novocaine. He talks to her in a calm voice as he extracts them all, soothing her with his tone since she speaks no English. She departs with a smile and a toy, parents beaming.

"I normally see no more than eight patients a day at a normal clinic," says Evans as his next patient sits in the chair and has his blood pressure taken. "I've seen 11 in the last three hours." Army Specialist Jorge Santoro, of Brooklyn, N.Y., gets Evans' attention — the 81-year-old man has a piece of his jawbone protruding through his gum, and a blood pressure reading of 160 over 100. Anywhere else that would be alarming. Here, with the events of the last year, it's unremarkable.

The line soon thins from both ends as it grows dark outside. The people know KFOR must leave soon to make the long drive to their camp before dark. As the clinic changes back into a basement, clothes sent from the United States and unopened MREs are given to adults, while outside, toys are given to excited children.

As the soldiers and Sailors depart, they are surrounded by people thanking them. There is a sincerity to their gratitude that sticks with the servicemen long after they leave. They haven't solved the country's problems, but they have made a dramatic improvement in the lives of the people of Pasjane. ◆

Hampshire is a photojournalist assigned to All Hands.

Made in the Shade

Stepping stone to Central Florida

Story and photos by PH1 Jim Hampshire

What's your idea of a perfect spot for a Florida vacation? How about a place right in Disney World, (so it's convenient) run by Armed Forces Recreation (AFR) (so it's affordable)? Now, since you may not want to spend your whole vacation at Disney World, discount tickets and shuttle services to all the other Orlando attractions should be available as well. Does this sound too good to be true?

Well, hold on to your "ears" – it exists.

Shades of Green began as Disney World's own Golf Resort; a luxury hotel nestled in the midst of the Palm, Magnolia and Oak Trail golf courses. It later became the Disney Inn, and finally Shades of Green when it was leased by the military. AFR has since purchased it, allowing active-duty and retired service members and their families, as well as members of the Reserve, National Guard and DOD employees use of the facilities and services.

"We provide a chance for a vacation that a junior enlisted person can't afford elsewhere," said James McCrindle, general manager of Shades of Green. It seems to work - nearly 33 percent of his guests are junior enlisted, and more than 50 percent are active-duty military.

The facilities are extensive - 288 of what were Disney World's largest rooms, two tennis courts, two pools, a health club, a restaurant, sports bar and lounge. Being an ex-golf resort, golfers can get reservations on the three courses through Guest Services — tickets to the same courses used by the pros during the PGA's Disney Classic.



Millpond Pool is surrounded on three sides by the Shades of Green Resort. There is a children's pool beside it, and around back is Fountain Pool, a more quiet place for relaxing.

With all of this going for it, Marie Orlando-Wills in the Group Sales department recommends reserving a room four to six months in advance. Shades of Green will take reservations as far as a year and a week in advance.

But if you can't get a room there, all is not lost. "We will find you a bed in a quality hotel," she said. "We can work out arrangements with hotels out in town and can get you discount rates." Orlando-Wills also noted they can plan parties, reunions and command functions.

The "Shade Shoppe" offers discount ticket sales to all eligible customers, even those who are not staying at the resort. "We not only have tickets to the main park, we also have discount tickets and shuttle service to many of the local attractions." said Orlando-Wills. "We have tickets to Universal Studios, Sea World, Busch Gardens, Wet'n Wild, and Church Street Station." There is also a small Army and Air Force Exchange shop in the lobby, selling Disney and other items tax-free. Shades of Green can arrange discount rental cars as well, and has check cashing services available for guests.

Further information, including tips and up-to-date prices can be found at their web page:

http://www.scisys.co.uk/tiggertoo/old/wdw/resorts/sogmain.h

Hampshire is a photojournalist assigned to All Hands.

The Disney monorail in the background slows as it prepares to enter the Polynesian Hotel, within walking distance of Shades of Green.



Aboard a Shades of Green bus at the resort.

The Evergreen Sports Bar & Grill provides a relaxing atmosphere away from it all.





A guest practices putting behind the Shades of Green resort. Situated among three PGA-level courses, it's an ideal retreat for the military golfer.

Touring "MO"

Story and photos by
PH2(AW) Jim Watson

You almost hear them as you approach Ford Island: the bells, the Sailors, the sounds of life this dreadnought once nurtured. You see it as you first set foot on board — the steel, wood and paint that was once home to Sailors who served proudly. And you feel it as you walk her now ghostly passageways, across her barren wooden decks and into the empty bridge ... USS *Missouri* (BB 63) has reached her final port.

Things had changed little since the ship made her first port call to "Pearl," but the rusted signs of more than 50 years' service to the Navy were apparent when she was tugged into the Navy's Hawaiian home almost two years ago.

Months of work, countless gallons of paint and a lot of elbow grease went into ensuring she would serve as a living legacy in her new homeport. Thousands of volunteers lent a hand in making *Missouri* into the gleaming piece of history worthy of her place beside the USS *Arizona* Memorial.

"The key to our opening in less than a year of *Missouri*'s arrival in Pearl Harbor was the volunteers," said Don Hess, retired Navy captain. Hess noted that, "More than 10,000 volunteers



USS *Missouri* (BB 63) on her shakedown cruise in August 1944.

ments in History

Missouri's home in Hawaii



helped paint, chip, sand, clean and maintain her integrity."

Since opening to the public Jan. 29, 1999, *Missouri* has hosted more than 325,000 visitors wanting to see this giant piece of naval history. Guests can now tour inside the skin of the ship, including the crew's berthing and galley, and climb the ladders to the bridge. The main attraction of course is on the weather deck of "Mighty Mo," where a small brass plaque marks the place where Army Gen. Douglas MacArthur stood over the formal surrender of the Japanese, ending World War II.

"I find it fitting that the ship that signifies the end of the war now lays next to the ship that signifies the beginning of American involvement in the war," said Hess. "It took a lot of work to get her here, and a lot more to make her into what you see today."

While you may see many extraordinary things in Hawaii, reliving a page in the chronicles of American freedom will have a mighty impact. ◆

Watson is a photojournalist assigned to All Hands.

USS *Missouri* (BB 63) finds her home at Pier F-5 at Ford Island.

CyberSailor

Personal Loss:

PREVENTING IDENTITY THEFT IN THE INFORMATION AGE

"... But he that filches from me my good name robs me of that which not enriches him and makes me poor indeed."
— William Shakespeare, Othello

Bet you never thought you'd see the day CyberSailor spouted Shakespearean quotes! Well, neither did CyberSailor. But unfortunately that quote, written by the Bard in the 1600s, is perhaps truer today than ever before. In Shakespeare's time, reputations were easily harmed. But in today's wired world, "identity theft" puts far more than your reputation on the line.

Consider this case, taken from the U.S. Department of Justice web page devoted to identity theft **www.usdoj.gov/criminal/fraud/idtheft.html:**

"In one notorious case of identity theft, the criminal, a convicted felon, incurred more than $100,000 of credit card debt, obtained a federal home loan, bought homes, motorcycles and handguns in the victim's name and called his victim to taunt him — saying that he could continue to pose as the victim for as long as he wanted (because identity theft was not a federal crime at that time), before filing for bankruptcy — also in the victim's name. While the victim and his wife spent more than four years and $15,000 of their own money to restore their credit and reputation, the criminal served a brief sentence for making a false statement to procure a firearm. ..."

That kind of thing can't really be happening today, can it? What with powerfully encrypted online transactions, holographically imprinted credit cards and new laws to put ID thieves in jail, you're protected ... Right? Well, you'd better believe it's happening, and according to some experts, it's the fastest growing form of crime in the United States today.

Item: The Associated Press reports hundreds of military officers have been victimized by identity theft recently. Those involved have included retired Army Gen. John Shalikashvili, former chairman of the Joint Chiefs of Staff, and Army Gen. John Tilelli, commander of U.S. Forces in Korea. And guess how the criminals were able to steal their credit "identity." A web site listed the names of more than 4,500 U.S. military officers, matched to their Social Security Numbers (SSN).

That's all it takes for someone to become you — a name and a number.

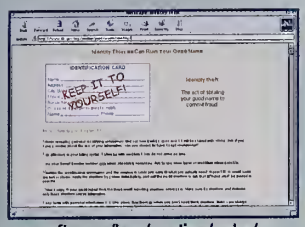
Think of the ramifications of that. ... How many pieces of paper are out there with your name and SSN on them? Does it seem that every form you've ever filled out for the Navy requests that number? Every check you write at the Navy Exchange requires that number. You may even have had your SSN pre-printed on your checks, to save a few moments at the checkout counter. And for good measure, your address and phone number are probably there as well. Then there are all the doctors, accountants, lawyers, loan offices, insurance companies, schools, courts, etc., with that information. Any employee at any of those places might be able to gain access to any amount of information about you.

Do you ever get those wonderful "pre-approved" credit card offers in the mail? If you're like me, they go straight into the trash once you realize the interest rate is outrageous. But identity thieves don't care about interest rates, and they don't mind grabbing your garbage at four in the morning on trash day to retrieve those offers. You see, they're pre-approved ... just fill 'em out and send 'em in with a mail drop box as the return address. In a few weeks, your shiny new (holographically imprinted for your protection) card shows up in the dumpster diver's mailbox, conveniently located near an ATM. A year later, you may learn of the theft after your application for a new car loan is disapproved because of a bad credit report.

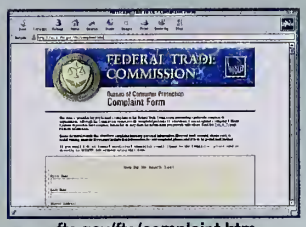
With the growth of the Internet, as well as other forms of electronic data transfer and storage, we've all lost some of our privacy. While we can complain about the loss, the trend is likely to continue. If that's true, our question becomes how to protect ourselves from needless exposure to risk.

The World Wide Web has some of the answers. The federal government has a site

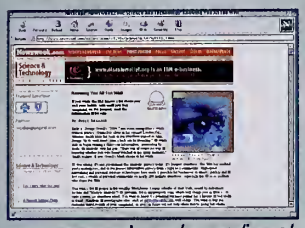
The appearance of commercial websites in All Hands *does not imply endorsement by the Departments of the Navy or Defense.*



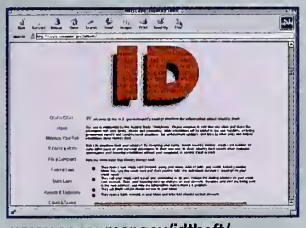
www.ftc.gov/bcp/conline/pubs/credit/identity/



www.ftc.gov/ftc/complaint.htm



www.newsweek.com/nw-srv/issue/13_99a/printed/us/st/ty0113_1.htm



www.consumer.gov/idtheft/

devoted to explaining the problem, and the methods thieves use at **www.consumer.gov/idtheft/**. The Federal Trade Commission has also set up a page dedicated to helping Americans protect themselves from identity theft at **www.ftc.gov/bcp/conline/pubs/credit/identity/**. In addition to offering advice, the page includes a link to an online complaint form at **www.ftc.gov/ftc/complaint.htm** for people who believe they may have been victimized.

The California Public Interest Research Group (CALPIRG) also has a page dedicated to helping victims protect themselves from further damage, and explaining what steps to take to correct any damage done at **www.pirg.org/pirg/calpirg/consumer/privacy/toi/victim.htm**. Other good sources of information, tailored to individual state laws, can be found at the attorneys general pages most states have set up. Newsweek Magazine also recently published an article on the problem titled "Knowing all too well," which you can read online at **www.newsweek.com/nwsrv/issue/13_99a/printed/us/st/ty0113_1.htm.**

Among the suggestions these pages offer to protect yourself is buying a cheap cross-cut shredder, and using it for bank statements, credit card bills and offers and anything else you throw out with personal information on it. Avoid pre-printing your Social Security Number on checks, and wherever possible, avoid giving that information out. There are dozens of other, simple ways to reduce your chances of becoming a victim detailed on the web sites.

All the information I've been able to find on the net about identity theft describes it as a rapidly growing problem, and having seen a couple of real-world examples among close friends recently, I believe it. We can all take a few simple precautions to make ourselves much less vulnerable. Spend a few minutes online at one these sites, and you may reduce your chance of becoming the next identity theft victim.

Cyber Sailor

Steps to preventing identity theft

- Write or call the Department of Motor Vehicles and ask to have your personal information protected from unauthorized disclosure;
- Do not use your mother's maiden name as a password on your credit cards;
- Thoroughly review all bank, credit card, and phone statements for unusual activity;
- Remove your Social Security number from checks, driver's license, and other forms of identification, if possible;
- Close all unused credit/bank accounts, destroy old credit cards, and shred unused credit card offers;
- Order your credit report once a year and look for anomalies;
- Do not leave outgoing credit card payments in your mailbox;
- Do not discuss financial matters on wireless or cellular phones;
- Do not discuss financial matters with anyone who calls you on the phone;
- Always use secure sites for Internet purchases;
- Do not carry your Social Security card in your wallet;
- File or shred all credit card, bank, and other financial statements.

The first line of defense is awareness. To detect identity theft, watch out for:

- Unusual purchases on your credit cards;
- Bank statements that don't agree with personal records;
- Unexplained changes in your bank access code;
- Missing credit card bills or other mail;
- Unusual calls regarding your personal or financial information;
- Unexplained charges on phone or other consumer accounts.

If you suspect that someone is illegally using your identity or making charges in your name, immediately call the organization handling the account and follow up with a letter. In addition, contact the police and your local office of the Naval Criminal Investigative Service (NCIS). The NCIS Computer Crime hotline is 1-800-287-9917.

If you want more information about identity theft, visit the NCIS web site at www.ncis.navy.mil.



Our pages runneth over! Limited space and ruthless *All Hands* editors have forced us to go cyber. When you see this icon you can find more on that feature story on our *All Hands* website.

Eye on the Fleet

EYE ON THE FLEET is a monthly photo feature sponsored by the Chief of Information Navy News Photo Division. We are looking for HIGH IMPACT, quality photography from SAILORS in the fleet to showcase the American Sailor in ACTION.



REVERSE THAT

OS3 Ginelle Ogarro updates a status board in the Combat Direction Center aboard USS *Harry S. Truman* (CVN 75) during recent carrier qualifications in the Atlantic Ocean.

Photo by PH1 Todd P. Cichonowicz



A Kosovar boy waves as HUMVEEs of NMCB 3 move supplies and personnel through Kosovo. NMCB 3 is deployed from Port Hueneme, Calif., in support of Operation *Joint Guardian/Task Force Falcon.*

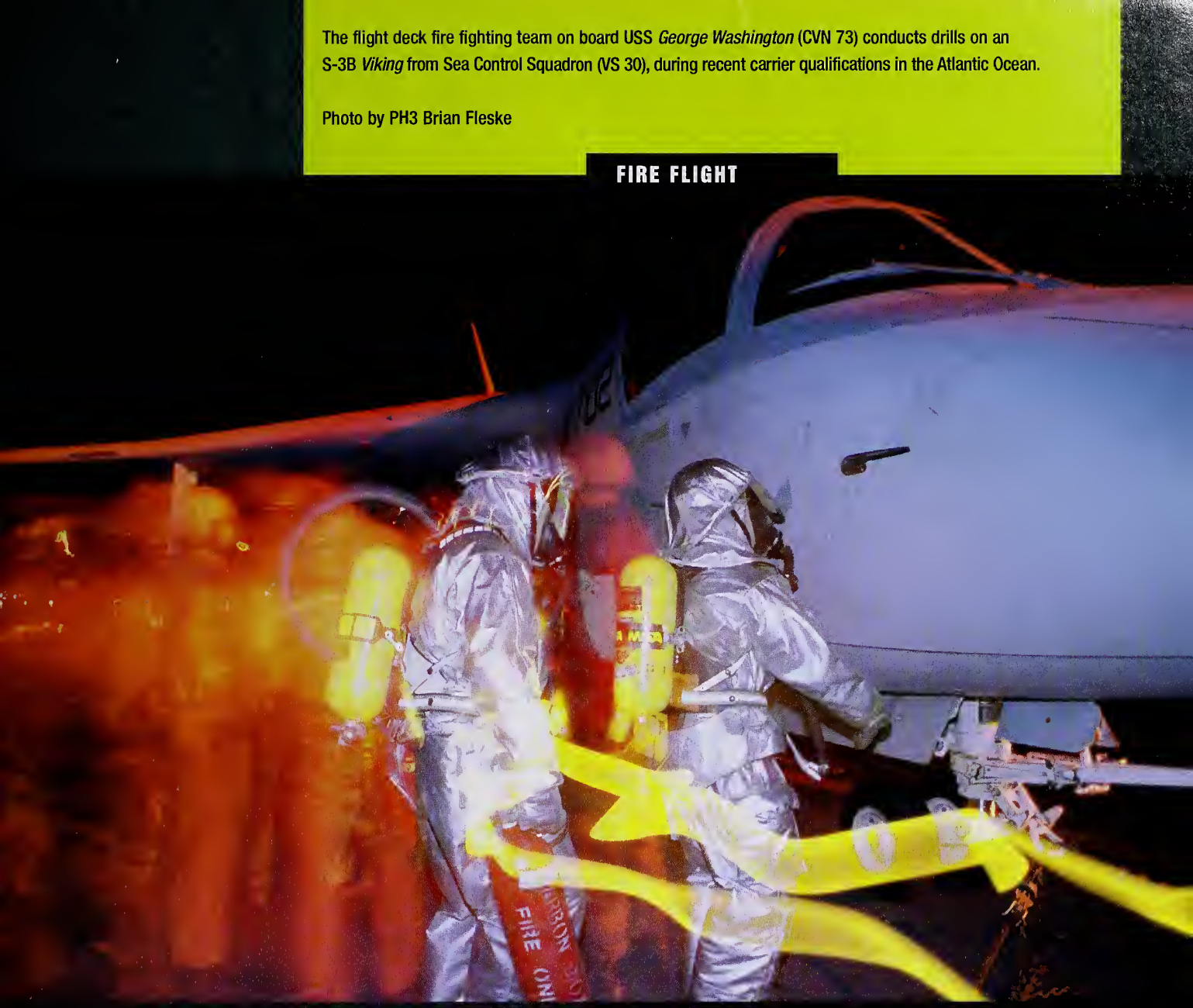
Photo by PH1 Jim Hampshire

WAVE REVIEW

The flight deck fire fighting team on board USS *George Washington* (CVN 73) conducts drills on an S-3B *Viking* from Sea Control Squadron (VS 30), during recent carrier qualifications in the Atlantic Ocean.

Photo by PH3 Brian Fleske

FIRE FLIGHT





STEADY HANDS

AOAN Javier Alvarado from San Antonio, prepares to insert the firing pin into a guided bomb unit (GBU-12) aboard an F-14 *Tomcat* attached to Fighter Squadron (VF)11.

Photo by PHAN Justin K. Thomas

Eye on the Fleet



REEF WORK

EMC Gary King, assigned to Naval Special Warfare Unit FOUR (NSWU 4) supervises the placement of buoys off the coast of St. John, U.S. Virgin Islands. NSWU-4, on a routine deployment to Naval Station, Roosevelt Roads, Puerto Rico, provided personnel and equipment to place four buoys to protect a nearby reef. Their efforts saved the U.S. Park Service more than $50,000.

Photo by JO1 Class David Rush.

HIGH FLIGHT

Chief Aviation Ordnanceman Paul K. Hillard, from Lincoln, Neb. makes a final inspection of the firing pin of a 500-pound guided bomb unit (GBU-12) aboard an F-14 "Tomcat" attached to Fighter Squadron One One (VF)11 "Red Rippers."

Photo by Photographer's Mate Airman Justin K. Thomas.



HOMEWARD BOUND

USS *Constellation* (CV 64) returns home to San Diego after completing a six-month deployment to the Arabian Gulf and Western Pacific.

Photo by PH3 Timothy C. Ward





DIGGING IT

EO3 Nick Goodman of New Jersey, smoothes the road cap while building a ring road in Kosovo. NMCB 3 built this road for KFOR to bypass congestion in Gnjilane. NMCB 3 deployed from Port Hueneme, Calif., in support of Operation *Joint Guardian/Task Force Falcon.*

Photo by PH1 Jim Hampshire

To be considered, forward your images with full credit and cutline information, including: full name, rank and duty station. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date.

Commands with digital photo capability can send attached .jpg files to: navynewsphoto@hq.navy.mil.

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A Bloody Bus Battle

By JO1 Robert Benson

No studio lights, no movie cameras, no arbitrators, no mega-million dollar contracts, just this: two Sailors storm a city bus – amid screams for help, sirens, and blood – and a bus driver and homeless woman are about to have their lives changed forever by the men in Navy blue.

Of course nobody was paying any attention to the Sailors 60 seconds earlier; they were too focused on the chaos unfolding on a Seattle metro bus parked in the middle of an intersection. Running from it were men and women – terror in their eyes – crying to no one in particular to, "Call 911!" One lady, screaming like there was no tomorrow, held a cellular phone, but was so scared she forgot she had it.

"They were very frantic," recalled Aviation Maintenance Administrationman 1st Class Darren Clinton, who was outside his recruiting office a block away on a smoke break with his buddy, Damage Controlman 1st Class (SW) Edward Smith.

Moving "upstream" against the current of fleeing pedestrians, Smith and Clinton moved to a vantage point which allowed them to see the origin of the terror. Half expecting to spot Godzilla, they instead saw people scurry from the bus in a swift exodus.

The bus … There was something wrong in the bus.

"It was parked at a weird angle in the intersection," said Smith. "We ran to it and saw an attacker positioned near the driver, but she didn't see us."

The "attacker" was a large woman ("She was huge, at least 300 pounds, said Clinton.") She hung over the bus driver wielding a paring knife. Flesh was penetrated; blood was spilled.

"GOD HELP ME! SHE'S KILLING ME!" screamed the bus driver.

"He was screaming bloody murder," continued Smith. "He was in fear for his life. I've never heard anything like it."

For the two recruiters, their community status was bumped up a notch in the minds of onlookers: "Here comes the Navy! They're going to save the day!" some cheered as the men slipped in the rear entrance of the bus.

Inside, Smith and Clinton saw blood on the driver and a couple of passengers frozen in fear – not having the wherewithal to exit the bus.

"We saw the lady attacking the driver, who was all bloody," recalled Clinton. "She had some kind of mental problem … there was a lot of screaming. I was as scared as the driver."

Clinton said he thought the "wrath of God was going to come down on all of us." A more collected Smith, who had many years of rapid response experience under his belt as a damage controlman, put his Navy training to work.

"They teach us in the Navy to evaluate a scene, then react," he said. "You can see a whole lot of stuff in a short time. I yelled, 'Where's the knife' and found out it had been dropped or taken away, so I told Clinton, 'I'm going to take her down.'

"I'm not a big guy but I couldn't take her down on the bus. She was too big. So I just grabbed her and got her off the bus. It diffused the situation right away. The driver immediately calmed down."

Police and media arrived, the lady was arrested, the driver hauled to the hospital and Smith and Clinton quietly walked back to work.

Later, someone asked Smith if this was the first time he had saved a life. He shrugged, laughed and said "No way! This happens all the time."

A year earlier, he watched as a drunk driver was thrown from his car after he plowed through a red light at an intersection and hit another car. He reacted.

Once, he was at a gas station when a lady's car next to his burst into flames. Again he reacted. He sprinted inside the gas station, grabbed a fire extinguisher, and put out the blaze, saving the three children inside.

Another time while on a road trip, he saw a state trooper roll his vehicle. Again, he reacted.

It was his Navy training paying off. "It's real life out there; it happens. But if you don't respond, you're just another passer-by. If that was your mother or father, you'd want someone to help them out, too."

That's about it really. So, if you're ever in downtown Seattle, stop by the recruiting office and congratulate or thank Smith and Clinton for saving a human's life.

They'd probably like to hear that from a stranger. Even if it's the bus driver himself. ◆

10Xteaser

We are taking a new look at common items found every day in the Navy. Can you Identify this ?



Last Month's answer:





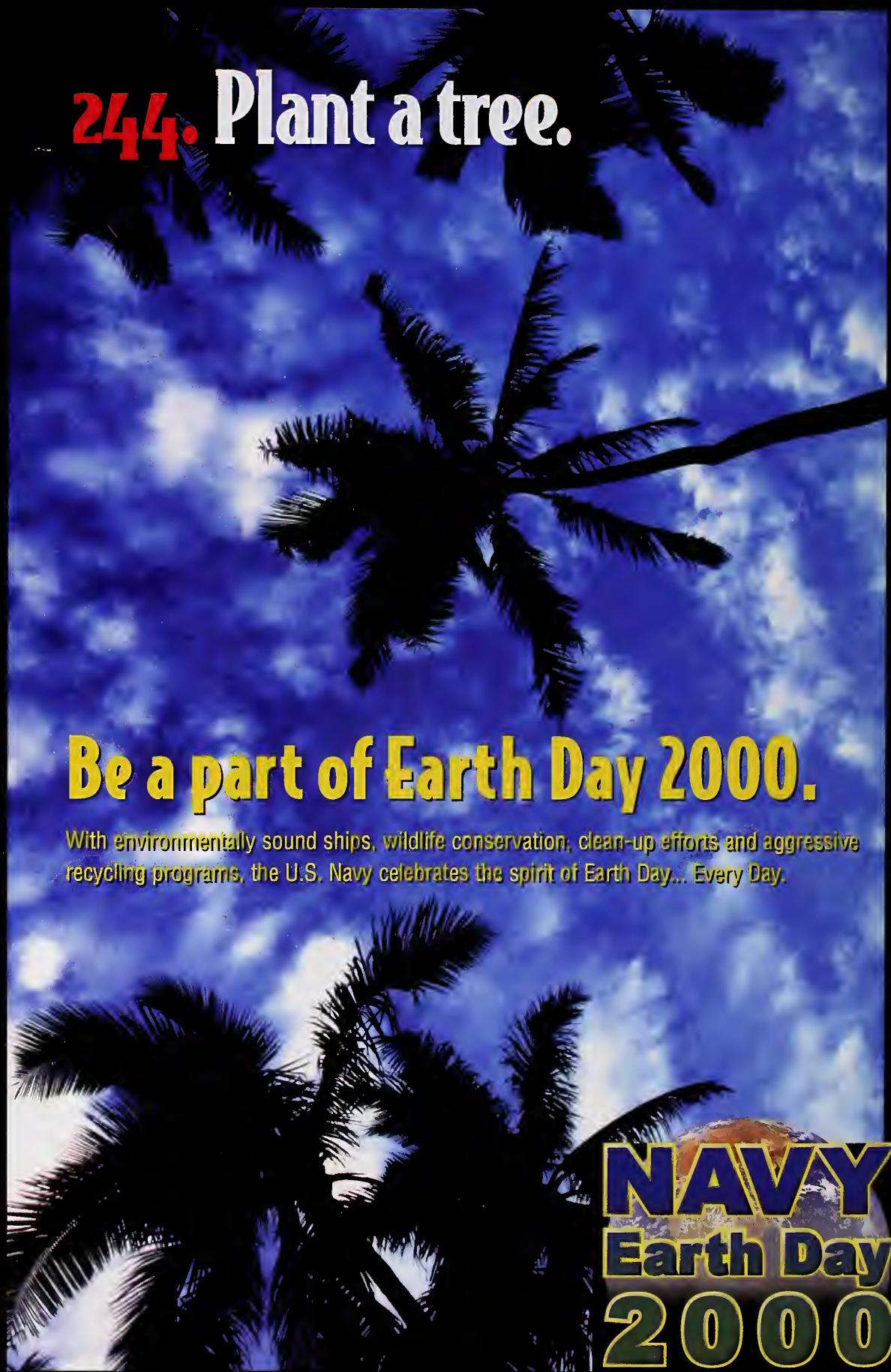
This unusual view is from the working end of this Sailor's favorite tool. If you thought that it was a needlegun, used for chipping paint, you would be right.

Photo by PH2 Aaron Ansarov

Go to our website at www.mediacen.navy.mil or wait for next month's inside back cover to learn the answer.

There's hundreds of things you can do.

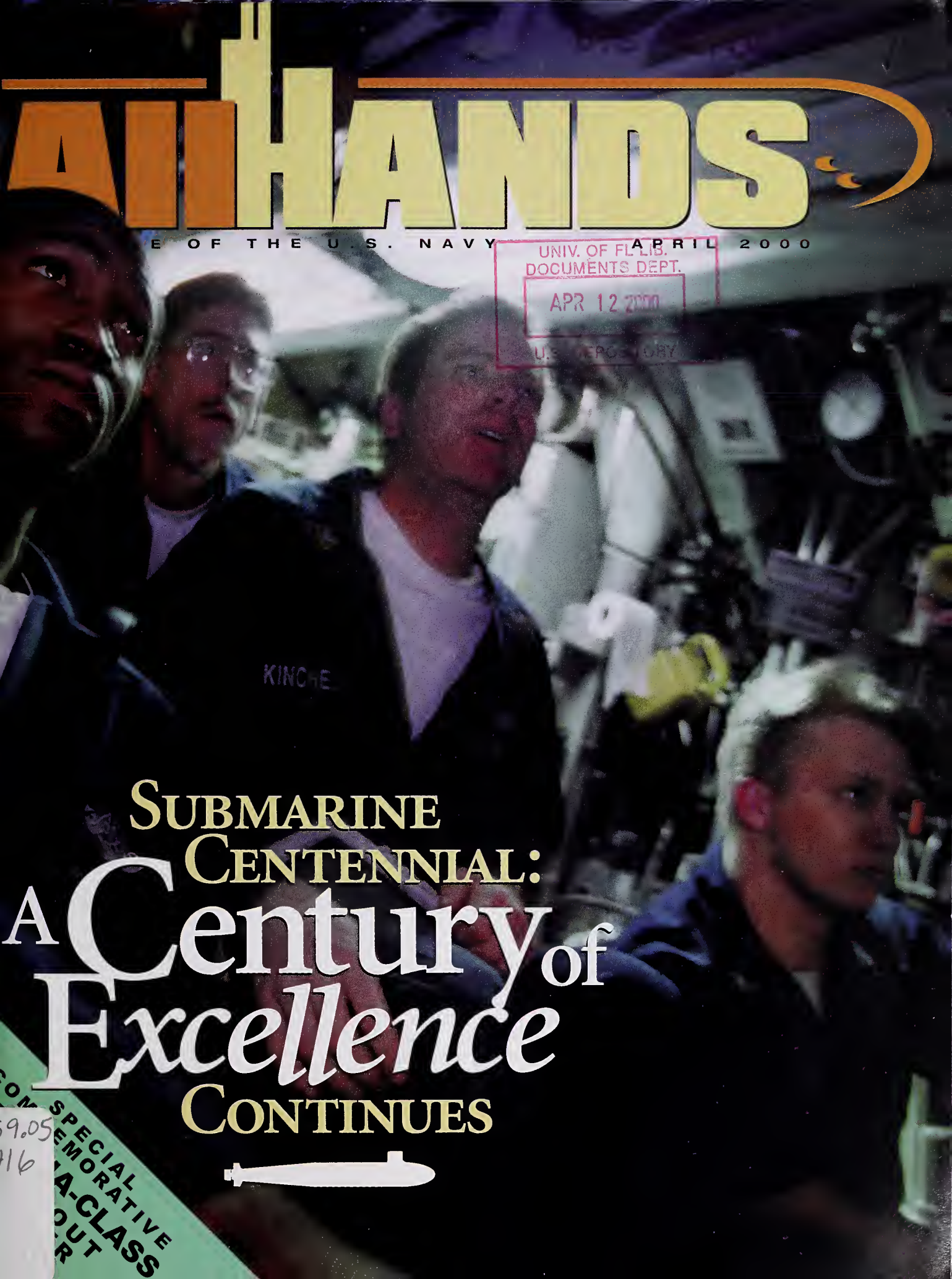
1. Get a tune-up 2. create a composting site 3. install efficient lighting 4. visit the zoo 5. use both sides of paper 6. reuse disks and video tapes 7. buy recycled products 8. clean your air filters 9. lead a nature hike 10. buy food in bulk 11. insulate your home 12. participate in a volunteer project 13. wash with bio-degradable products 14. reuse packing material 15. drive conservativly to save gas 16. mulch - don't burn 17. fix toilet and faucet leaks 18. refill toner and ink jet cartridges 19. avoid using styrofoam 20. carpool 21. get a home energy audit 22. use a water conserving car wash 23. buy a push mower 24. return grocery bags 25. quit smoking 26. shop for organically grown produce 27. organize an Earth Day poster contest 28. tour a recycling facility 29. get to know your environment 30. eliminate junk mail 31. cook with a microwave oven 32. switch to rechargeable batteries 33. use double curtains in your home 34. build with recycled lumber 35. tour a recycling facility 36. invite an environmental expert to speak to your community 37. partici-



All HANDS

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Features

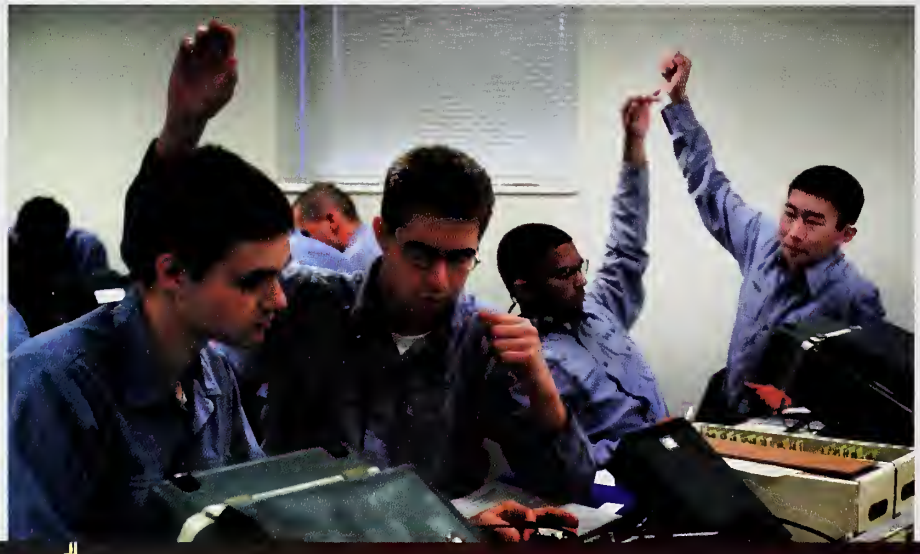
12 Silent Defense
This year marks the centennial of the Submarine Service. From *USS Holland* (SS 1) to tomorrow's *Virginia*-class, submariners carry on their proud heritage as defenders of the deep.

16 "My Hero"
In May 1939, USS *Squalus* (SS 192) took on water and sank during a test dive off Portsmouth, N.H. Thanks to the inventiveness, ingenuity and tenacity of then-LCDR Charles "Swede" Momsen, 33 men came back alive.

20 Sub Sea Stories
We asked around, and came up with some salty tales from some of the men who lived them.

30 Serving Unity...
After the successful completion of their *UNITAS* deployment, the crew of USS *City of Corpus Christi* (SSN 705) found a warm welcome waiting for them on the pier in Groton, Conn.

34 Light Years Ahead
They come to Naval Nuclear Power School, Charleston, S.C., with IQs off the charts and ASVAB scores higher than their life expectancy, but that's what a 22-year-old Sailor needs to learn to run a nuclear power plant on a Navy warship.



U.S. Air Force photo

All Hands

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40 ***Nautilus* (SSN 571)**
In 1958, she was the Navy's first nuclear-powered sub and the first boat to cross under the North Pole. Today you can visit one of the most feared, top-secret subs in her berth at the Submarine Force Museum, Groton, Conn.

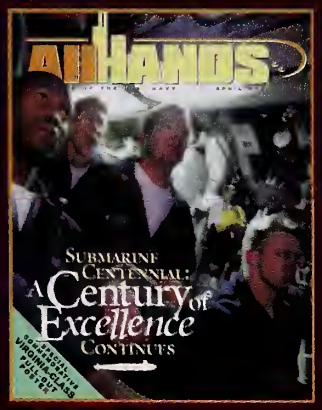
24 **Crew Held for Ransom**
Find out what keeps the crew of USS *Miami* (SSN 755) and their Commanding Officer CDR James Ransom working together like a well-oiled machine. It's integrity, professionalism... and a whole lot more.

Departments

6	Around the Fleet
42	CyberSailor
44	Eye on the Fleet
48	The Final Word



Photo by PH2 (AW) Jim Watson



On the Front Cover

The crew of the USS *Miami* (SSN 755) watch the depth indicator with anticipation as they approach their dive point.
PH2(AW) Jim Watson

Next month

Find out what Navy leadership is doing for you.

Check us out Online at:
www.mediacen.navy.mil

Rest Stop





USS *Nevada* (SSBN 733), homeported at Naval Submarine Base, Bangor, Wash., shows how earth-friendly the Navy can be, as a pack of seals take a rest on the bow.

U.S. Navy Photo

Tugged Home





Sailors stand on deck waiting as Submersible Research Vehicle, Submarine NR-1 (Nuclear) makes her way home to Naval Submarine Base, Groton, Conn., after her deployment.

Photo courtesy of Beth Mulloy, *The Dolphin Newspaper*

Letters

Editor,

Please be advised that your article concerning the Seabee effort in Albania is incorrect. I was the AOIC for the mission and the unit is NMCB 3 vice NMCB 4. Also NMCB 3 received the Pacific Battle "E" for our efforts in Albania and Kosovo in 1999. Thank you for your corrections.

LT Mike Monreal
Assistant Operations Officer
NMCB 3

BY THE Numbers

(See story page 12)

1 Number of dynamite guns on the first submarine of the U.S. Navy, U.S.S. *Holland.* The dynamite gun was later removed. *Holland* did carry three torpedoes which could be fired from its solitary torpedo tube.

2 Number of attack submarines that must be manufactured each year for the next 20 years in order to maintain the minimum force level requirement of 50 attack submarines. *Los Angeles*-class submarines are set to retire.

100,231

Total tonnage sunk during World War II by USS *Flasher* (SS 249), a *Gato*-class submarine. *Flasher* sunk 21 vessels during the war, sinking 330 lbs. more than the also successful USS *Rasher* (SS 269).

10 Million

Gallons of diesel fuel required to produce the same energy as 4 pounds of uranium in a nuclear submarine's reactor.

Editor,

1 notice on the Warfare Pins and Badges pages of subject issue of *All Hands* that the new Military Postal System "MPS" badge is missing. This badge is now worn by PCs on their dress uniforms. Was this badge not included by error or does it not qualify to be listed? If you need the paperwork approving this badge, it can be faxed to you.

CDR David A. Larson Sr.
Deputy, Fleet Supply Officer &
Operational Logistics
CINCUSNAVEUR N412
(LONDON, U.K.)

Editor,,

Great issue! 1 do think however that the picture on Page 45 is a P-3C not an EP-3E. The EP-3E has a stubby tail and a "canoe" on top. 1 look forward to my issue every month. Keep up the good work.

AK1 Kevin Potts
NAVICP Det. Tucson

Editor,

Having just completed a tour as the CNAP Evaluator and an FRS instructor for the UC-12B/F and RC-12F at VRC-30, I would like to point out that the description of the UC-12 on Page 45 of the January 2000 issue is inaccurate. The Navy uses four versions of the C-12. The UC12B/F/M and the RC-12, all have wing tanks, not tip tanks.

Also, the maximum take-off weight is 13,500 pounds vice 12,500, which is the max landing weight. And one final thing, it is a dual (not single) piloted aircraft, and carries a total crew of three, a pilot, co-pilot and transport air crewman.

AMS2(AW/NAC) Jeff Murray

Editor,

In your January 2000 issue you list on Page 23 the listing for Line/Staff/Warrant Officer Sleeve devices is incomplete. You left out Aviation Maintenance for CWOs. Good issue though.

CWO4 Robert Smith



Editor,

Your current issue of *All Hands*, "Owner's & Operator's Manual 2000", has incorrect information on Page 23. There is no mention of "Operations Technician" (712X Designator). This designator has been around for approximately 25 years and is listed in U.S. Navy Uniform Regulations.

CWO4 Ken Northrop
Chief of Naval Education &
Training
Pensacola, Fla.

Editor,

1 am writing about the warrant officer insignia for the Technical Nurse Warrant Officer (TNWO). We use the insignia that was formerly used by the Physicians Assistants (PAs). The PAs have not used that insignia for about 20 years.

The warrant officer community has been continuously neglected and has never received the recognition we deserved.

CWO4 William S. Hohman,
TNWO
Portsmouth Naval Hospital

CORRECTIONS

Page 23 – In the Line/Staff /Warrant Officer sleeve devices the Intelligence Technician device is reversed as if seen in a mirror.

Thanks to IS2(AW) Brent Pfeiffer, VFA-86.

Page 24 – GMs no longer have GMGs nor GMMs.
Thanks to AW1(AW/SW)NAC) Joseph J. Pycior.

Page 24 – Aviation Antisubmarine Warfare Operator should be Aviation Warfare Systems Operator.

Thanks to AW1 Steven Slagowski, HSL-40 AW shop; AWC(AW/NAC Rob Kinsman;AWC Richard Burton, NPMOC; LT Kenneth lynch FMP MOCC WLANT.

Page 25 – OTs merged with STG.

Thanks to AW1(AW/SW)NAC) Joseph J. Pycior; CWO4 Baty, NCTSL.

Page 27 – The Navy/Marine Corps Medal should have the blue side to the left vice to the right. Blue is the senior color and is always worn up and to the right.

Thanks to CDR Jeff Clark, OIC NOMI Det. East, Norfolk; Marine Corps Lt. Col. Norman E. Hitchcock, Naval War College, Newport, R.I.; CDR Roy Crowe, U.S. Merchant Marine Academy, Kings Point, N.Y.; DTC(SW) Fred Eisenmann, Office of the Force Master Chief, BUMED, Washington, D.C.; ET1(SS) Robert Russak, Chief Naval Education and Training, Pensacola, Fla.; AECS(AW) Edgar E. White Jr., Naval Leadership Training Unit Det., Rota, Spain.

Page 28 – The wings listed for "Aviation Experimental Psychologist and Aviation Psychologist should be entitled "Aerospace Physiologist and Aerospace Experimental Psychologist" and the left in the center should have a "twig" at the bottom.

Thanks to CDR Jeff Clark, OIC NOMI Det. East, Norfolk.

Online Calculator Helps with Redux Retirement Decision

DOD has unveiled an online calculator designed to help service members decide which military retirement plan is best for them.

The site, pay2000.dtic.mil/bottom_ret.html, will help service members compare future benefits under the Redux and the High-3 Retirement Systems.

The FY00 Defense Authorization Act reformed the military retirement system. The retired pay reform in the act gives a choice to service members subject to the Redux Retirement System — all those who entered the service on or after Aug. 1, 1986 — who reach their 15th year of service beginning in 2001.

First choice: Service members can join the pre-Redux Retirement System. This so-called High-3 System gives members 50 percent of their average basic pay for their highest three earning years before retiring after 20 years of service. To compute retired pay after 20 years of service, for instance, E-7s would total their basic pay for the highest three years — probably the last three — divide the sum by three and then again by two. Retired pay for additional service increases 2.5 percent per year to a maximum of 75 percent for 30 years of service. Also, annual cost of living adjustments are fully indexed to inflation as measured by the Consumer Price Index (CPI).

Second choice: Eligible service members subject to Redux can take a taxable $30,000 lump-sum bonus, agree to complete at least 20 years of service and choose to remain in the Redux plan. The bonus is immediately payable and can be used any way the member wishes. Retired pay starts at 40 percent of the High-3 earnings average after 20 years and rises to a maximum of 75 percent for 30 years' service. Redux adjusts pay each year at the rate of the CPI minus 1 percent.

To use the calculator, click on the "You decide — A personalized calculator" link on the Retirement Choice Web page. Then on the Personalized Retirement Calculator page you click on the "Proceed to the Retirement Calculator" link and then fill in information including your age at 20 years of service and your expected final rank and years of service at retirement. Note whether you would invest your $30,000 bonus if you choose to stay with the Redux option.

The calculator makes some assumptions about the economy — inflation, tax rates, etc. You can accept these defaults or play "what-if?" Click on the "Calculate" button and let the system work.

By law, DOD must notify people facing the decision after they have served 14.5 years. They must make the choice at 15 years of service. The first group facing the choice will be notified in January 2001 for a choice in August 2001.

"We've put this calculator up a year early so people can use it and really understand the choice they are to make," a senior DOD compensation official said. "This is a complicated decision and should not be made lightly."

Story by Jim Garamone, American Forces Press Service.

INNOVATORS:

Recycling Saves $1 Million

Naval Security Group Activity (NSGA) Sugar Grove, W.Va., saved the government nearly $1 million in demolition costs recently by recycling rubble in innovative ways.

The concrete, wood, aluminum poles, gravel and copper groundings from a non-functioning radio antenna were put to a variety of uses. More than 1,600 tons of concrete pillars were crushed to use as rip-rap to help stop water erosion in gullies and protect against flood damage. This avoided $80,000 in disposal costs. As an added bonus, the concrete rip-rap created new drainage patterns, generating storm water retention ponds and wetlands that attract migratory birds and other wildlife.

The West Virginia Department of Transportation agreed to remove 17,500 linear feet of creosote-coated poles for their reuse, saving the Navy more than $650,000 in disposal fees. Aluminum poles and copper scrap were sold. About 350 tons of gravel was also salvaged from the site, and will be used for projects around the base.

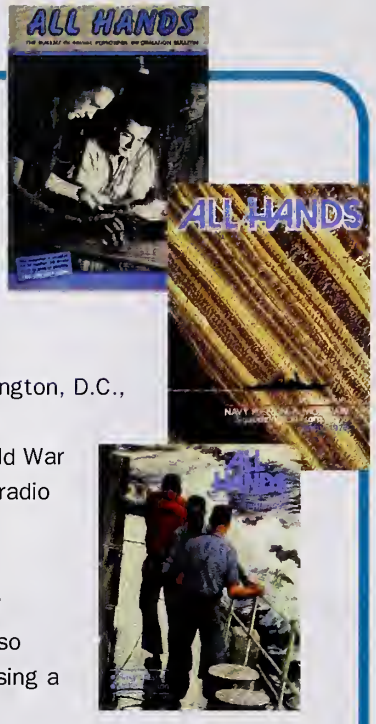
The innovative recycling plan was the idea of Don Steck, an environmental protection specialist for the activity. "We didn't have to do this," said Steck. "But it saves the taxpayer money on disposal costs and recycles valuable resources."

Story by Navy Environmental, Safety And Occupational Health program office.

Around the Fleet

TIME CAPSULE

This month, 50 years ago, *All Hands* highlighted advances in Navy technology. Twenty-five years ago, we examined the changing roles for women officers. Ten years ago, we documented the approaching end of diesel submarine service.



50 years ago — April 1950

Artificial crystals made at the Naval Research Lab in Washington, D.C., were beginning to change technology in the Navy. After the success of artificial crystals in sonar equipment during World War II, other uses were being developed for radiation detection, radio equipment and glow-in-the-dark paint.

25 years ago — April 1975

Two years after naval aviation training began for women, *All Hands* hailed the first six women to earn Navy wings. We also described advances in computer-simulated torpedo firings using a system that filled a large room.

10 years ago — April 1990

Two of the Navy's last three diesel attack submarines were decommissioned, USS *Darter* (SS 576) and USS *Barbel* (SS 580). *All Hands* also described the first trip ever by a CNO or any U.S. military branch chief to the Soviet Union, made by ADM Carlisle A.H. Trost in late 1989.

SHIPMATES



Information Systems Technician 2nd Class **Corey D. Singletary** was selected for Enlisted Person of the Year for Joint Task Force-Full Accounting. A native of southern California, Singletary was selected for his extraordinary performance in establishing and maintaining electronic communications between Southeast Asia and Hawaii and for his superior professional knowledge.



Photographer's Mate 1st Class (AW) **Glenn E. Sircy** from Kingston Springs, Tenn., was selected as the 1999 Senior Sailor of the Year for Patrol Squadron (VP) 45, NAS Jacksonville, Fla. He is the command photographer for VP-45, and the electronic imaging supervisor at the Fleet Imaging Center Det., Jacksonville, Fla.



Radioman 2nd Class **Martin Colon** was selected as the Enlisted Recruiter of the Year and was meritoriously frocked to first class, becoming IT1 Colon. The native of Newark, N.J., is the Recruiter-in-Charge of the Navy Recruiting Station North Bergen, N.J. Other achievements include NRD Rookie of the Year (1998-99), Enlisted Navy Orientation Unit Distinguished Graduate and Navy Recruiting District Junior Sailor of the Year.



Construction Electrician 2nd Class (SCW) **Marcia Martins** of Naval Mobile Construction Battalion (NMCB) 4 has been accepted for the Navy's Enlisted Commissioning Program (ECP). Martins, a native of Newark, N.J., qualified for both the Civil Engineering Corps (CEC) and Unrestricted Line (URL) programs and has accepted the CEC program.

NAVSEA opens Submarine Technology Demonstration Room

Naval Sea Systems Command's (NAVSEA) deputy commander for Submarine Technology recently opened the Submarine Technology (SUBTECH) demonstration room in Arlington, Va.

SUBTECH is an organization founded to encourage technology insertion, facilitate programmatic integration and stimulate investment communication throughout the submarine research and development community, including its fiscal activities. For more information on the SUBTECH demo room, contact the Office of Submarine Technology at (703) 602-7017, ext. 355.

Story by NAVSEA Public Affairs.

Navy Welding Course Moves to the Fleet

To keep Sailors closer to their homeports, reduce travel costs and improve quality of life, the Chief of Naval Education and Training (CNET) is relocating its advanced welding course to fleet concentration areas in San Diego and Norfolk.

Classes began at the Shore Intermediate Maintenance Activity in San Diego and the Norfolk Naval Shipyard on January 18. Two additional courses will be taught at Puget Sound Naval Shipyard and Pearl Harbor Naval Shipyard beginning in June 2000. Sailors will no longer attend the welding course in Great Lakes, Ill. The course lasts 14 weeks and gives graduates a specialty in advanced welding.

Homeport training was implemented to expand training opportunities, reduce costs and improve the Navy's quality of life. Relocating the advanced welding courses is a step in that direction, and the Navy plans to increase the number of schools in fleet concentration areas in FY00 and FY01.

"Locating training courses in fleet concentration areas allows the Sailors to spend more time with their families instead of away from home on temporary duty for training," said Dean Norman, an analyst on the CNET staff in charge of homeport training. "The new schools also create instructor billets near the fleet to facilitate homebasing Sailors on their shore rotation.

"Relocating the advanced welding course to the fleet concentration areas is estimated to save the Navy $1.7 million per year in contract and travel costs," Norman said. "But, reduced costs are not the only benefit. The relocation will also increase the standardization of training and result in getting Sailors the proper training at the right time in their careers."

CNET also created Local Training Authorities (LTAs) in the fleet concentration areas to establish the training needs of their respective units and develop a program that provided quality training as efficiently as possible. The relocation of the advanced welding course is a direct result of that initiative.

For further information, contact ENS Sid Armer, in the CNET public affairs office at (850) 452-9110.

Story courtesy of CNET public affairs.

Crown Prince Visits USS Portsmouth in Tonga

Just before the new year, USS Portsmouth (SSN 707) visited the South Pacific island of Tonga, just west of the international dateline.

While in Tonga, crew members took advantage of the tropical summer weather to sail, snorkel and take in the exotic sights around the island. Many availed themselves of the abundant Polynesian handicrafts to send home, while others participated in the King's Day festivities and feasts.

"Tonga was the perfect choice as our last port visit during our six-month deployment," said Machinist's Mate 3rd Class Andrew Pritchett, from Los Angeles. "The island is extremely beautiful and the pace is very relaxing.

"Everyone I met was friendly and went out of their way to make us feel welcome," said Electrician's Mate 2nd Class Wayne Long, from Albany, Ga. "This setting was more relaxing than our previous ports of call, and the people were the most embracing yet."

The crew also had the rare opportunity to host royalty while anchored off Tonga. Crown Prince Tupouto'a was among several distinguished guests from around the island who enjoyed a luncheon and tour of the boat.

According to the crew, Tupouto'a did not arrive on board with much pomp and circumstance. "He was very down-to-earth and congenial, and seemed excited about touring Portsmouth," said

(Continued on Page 11)

Master Chief Petty Officer of the Navy
MMCM(SS/SW/AW) Jim Herdt

Speaking with Sailors

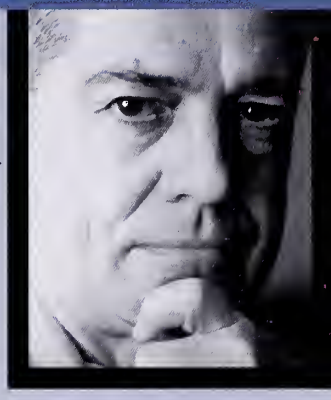


Photo by JO1 Robert Benson

It is with enormous pride and enthusiasm that I wish the Submarine Force a happy centennial birthday this month. We have thrived during the test of time for the past 100 years, often times setting the pace for the entire Navy.

Thousands of Sailors have fleshed out the steel skeletons of submarines since the purchase of our first submarine, *Holland VI* in 1900. We've been an extremely proud group of warriors from day one, and we continue to lead the Navy in many ways as a prideful community. I'm convinced the submarine community leads the Navy in capitalizing on current technology, while at the same time using that new technology to develop the next class of submarine.

Not a day goes by that I don't pull from the experiences I gained while serving onboard USS *Will Rogers* (SSBN 659), USS *Cincinnati* (SSN 693) and as Chief of the Boat aboard USS *Skipjack* (SSN 585). The camaraderie in the crew of submarines goes beyond simple teamwork — it's a family relationship.

The Secretary of the Navy christened the centennial year by very appropriately authorizing all U.S. submarines and submarine tenders to fly the Submarine Centennial flag in place of the traditional Union Jack. This is the first time since 1775 that a specific class of ship is flying a special jack. This flag honors the contributions of so many brave men and women who have served with and supported our Submarine Force in the last century.

Those of us wearing the submarine dolphins must continue to ensure our actions are worthy of the ultimate sacrifice our shipmates gave while on board the 63 U.S. Navy submarines that remain on eternal patrol. Continuing our patrols in the deep with the utmost honor, courage and commitment is the only choice worthy of our fallen shipmates.

Rising to the challenges of the next 100 years of silent service is our only option. Not only Americans, but much of the world's security depends on the dedicated service of shipmates wearing dolphins.

We have the distinct honor of serving in the most powerful Navy in the history of the world. This is something we should always be appreciative of and thankful for. However, I ask all Sailors this month to take a few moments to appreciate your shipmates you call submariners — past and present.

Speaking with Sailors **is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.**

Submarine Stamps Honor a Century of "Silent Service"

In honor of the 100th anniversary of the establishment of the U.S. Submarine Force, the U.S. Postal Service (USPS) unveiled a series of forthcoming commemorative stamps during a recent ceremony in Groton, Conn., the historic home of American submarines.

The new stamps, released this month, honor the thousands of Americans who have served in the "silent service" and contributed to its long and distinguished record of both wartime daring and peacetime innovation. The set of five stamps portrays major milestones in U.S. submarine development. One stamp shows USS Holland (SS 1), commemorating the beginning of the submarine force nearly a century ago when the boat was purchased from inventor John Holland. Other stamps in the series show the S-class boats developed late in World War I, the Gato-class of World War II and the Los Angeles- and Ohio-class submarines that patrol the world's oceans today.

To review the highlights of that era, USPS has also produced a descriptive "prestige booklet" that will accompany the stamps themselves. Although such a brochure is quite common in foreign countries, it is a first for the USPS and will be sold in limited quantities at post offices throughout the country.

For more information about the postage stamps, visit the USPS web site at: www.pmgg.usps.com.

Story by Morgan K. Einbinder, Undersea Warfare *magazine.*



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Ricky's Tour

By JO3 Mike C. Jones



mikejones43@hotmail.com

On assignment



Photo by MM3 (SS) Anthony Signorella

Who would have ever thought I would become an honorary submariner? Surely not me; I like my space! I had so little of it on USS *Miami* (SSN 755) that I actually had to sleep with my camera bags barricading me in an already cramped 6 foot by 2 foot rack. All I could do was hope the sub would not take a hard rudder change and send me, and my three bags, flying out face first on top of the two unlucky guys who had to sleep below me.

What can I say? It was a great time for me and hopefully the crew, whom I feel I got to know very well over the three-day tour. I have to hand it to those who spend their Navy careers submerged in the murky depths of the ocean; it definitely takes a special breed of Sailor to get a set of Dolphins.

Watson gained his submarine experience while covering USS Miami *(SSN 755).* *(See story on Page 24.)*

Electronics Technician 2nd Class Michael Geiger, from Phoenix.

Tupouto'a was intrigued with the stealth and versatility of the Los Angeles-class submarine, he said. "This is the most impressive warship I have ever visited, and I look forward to more U.S. submarine visits in Tonga."

Navy's Largest Autonomous Submarine Set for Underway Trials

Cutthroat (LSV 2), the next generation submarine stealth technologies test vehicle, is now under construction at the Navy's Acoustic Research Facility at Lake Pend Oreille, Bayview, Idaho. She is scheduled for underway trials in November 2000 and delivery in February 2001.

Students at Athol Elementary School in Athol, Idaho, selected the name Cutthroat after the Westslope Cutthroat Trout that lives in lakes and streams of Northern Idaho and Western Montana.

The 111-foot long unmanned vessel will be a quarter-scale version of the Navy's New Attack Submarine (NSSN) and will be used as a demonstrator for the advanced technologies anticipated for the submarine.

In achieving a quieter and more maneuverable test platform for the next century, Cutthroat will apply advanced electric drive technologies and a unique partnering agreement with industry to field he latest in permanent magnet propulsion motor and motor drive systems. High data rate sensor recording will enable improved hydrodynamic experimentation. Advancements in control surface actuation and ballast tank solid port closure systems will be demonstrated. The auto-pilot and guidance and navigation control systems will be the most sophisticated of its kind.

Story by Dennis Everette, a journalist assigned to All Hands.

U.S. Navy Submarine Straddles History

As the world celebrated the new millennium, it was business as usual for the U.S. Navy — underway serving America. One boat, USS Topeka (SSN 754), homeported at Pearl Harbor, was at an interesting location.

On deployment in the Pacific, she surfaced at the intersection of the international dateline on the equator. By virtue of this location, the first American Sailors to welcome the New Year also simultaneously experienced different hours, days, months, years, centuries and millenniums in two hemispheres and in two seasons.

Story by CINCPACFLT Public Affairs.

Navy Non-High School Graduate Recruits Earn GEDs at High Rate

The U.S. Navy, like the other branches of service, works hard to attract the best and brightest young people to its ranks. Ninety percent or more come to the Navy with a high school diploma, and some with college degrees. But what about the roughly 10 percent who have not completed high school?

But, nearly all of those non-high school graduate recruits take the General Education Development (GED) test shortly after they arrive at Recruit Training Command (RTC) at Great Lakes Naval Training Center, Ill., and 82 percent pass the test.

To enter the Navy, a non-high school graduate must score in the upper 50 percent on the Armed Services Vocational Aptitude Battery (ASVAB) test. Generally speaking, it was not academics that prevented them from completing high school.

According to Carl Ross, chief of staff for training at Great Lakes, "It isn't their past, but what they are going to do in the future that concerns us. If they can qualify, and if we can get them into our training pipeline, we know they can do the job."

Their ability to succeed was shown most recently when Division 051, made up entirely of non-high school graduates, received the Chief of Naval Operations award flag at their graduation for excellence in academics, physical training, drill and other areas of performance.

These young and men women all must complete an extra week of training, called Academic Capacity Enhancement (ACE). The ACE portion of the boot camp curriculum occurs after the initial processing days, but prior to the start of actual boot camp training. The GED test is folded into the ACE curriculum.

RTC Great Lakes was established as a Defense Activity for Non-Traditional Education Support (DANTES) Test Center in cooperation with the Great Lakes Navy College office for the purpose of administering the GED examination to non-high school graduate recruits.

The GED Exam is a comprehensive exam made up of five tests (English, Social Studies, Mathematics, Art and Literature and Science). Two days are devoted to administering the exam to the recruits. The exam itself takes about eight hours to administer.

Taking the exam is optional, but approximately 90 percent of eligible recruits choose to take it. Of those, 82 percent pass and earn a high school equivalency diploma.

Story by Bill Dermody, Naval Training Center public affairs,

One Hundred Years of American Submarines

Story by Dr. Gary E. Weir

Silent Service

In the year 2000, the American submarine force will celebrate the first century of service by highly skilled people in some of the most technologically advanced vessels ever built. The past 100 years have witnessed the evolution of a force that mastered submersible warfare, introduced nuclear propulsion to create the true submarine, and for decades patrolled the deep ocean front line; the hottest part of an otherwise Cold War.

BEGINNINGS

The U.S. Navy's involvement with the submarine dates from 1888 when the Bureau of Construction and Repair (BUC&R) sponsored a design competition that brought John Holland a naval contract to build the experimental Plunger. As the new century dawned, prominent American naval leaders like Admiral George Dewey called the submarine a real threat to international surface forces, leading the Navy to acquire its first submarine in 1900. Overcoming competition from fellow American inventor, Simon Lake, Holland sold his newest model, *Holland VI*, to the Navy for $150,000 on April 11, 1900. This 64-ton submarine, commissioned as USS *Holland*, or SS 1, Oct. 12, 1900, was equipped with an Otto-type gasoline engine for surface running and electric motors for submerged operations.

Due to the volatility of gasoline, American submersible designs soon followed the French practice, adopting the diesel engine in 1909 with the Electric Boat Company's F class (SS 20 through 23), built at Union Iron Works in San Francisco. Combining the influence of diesel propulsion with the submersible designs of Holland and Lake, American submersibles took on a familiar configuration through American entry into the Great War. Submarines of the E, H, K, L, M, N, O and R classes ranged in displacement from 287 to 510 tons, with the fastest boats displaying a top surface speed of barely 14 knots on diesel power.

During World War I the U.S. Navy separated these submersibles into two groups according to mission. "Boats" of the N- and O-classes, as well as some of the E-type, patrolled American coasts and harbors following a defensive strategy.

Other submarines drew assignments that sent them to hostile European waters after 1917. Some K-, L-, O- and E-class boats conducted offensive, open-sea operations from the Azores and Bantry Bay in Ireland. They supported the Allied effort to maintain open sea lanes along the European coast and in the approaches to the British Isles.

The Navy Department's plans for these vessels reflected the prevailing surface warfare thinking, which perceived the submersible as a type of destroyer or torpedo boat that should operate with the battle fleet. Thus the first foray into submarine design by the Bureau of Construction and Repair and the

d Years of the
M A R I N E F O R C E

Bureau of Steam Engineering produced the faster 15-knot, 800-ton, S-class submarine in 1916 with the assistance of Electric Boat Company and Lake Torpedo Boat Company. At virtually the same time, Electric Boat received a commission to design the three boats of the 20-knot T-, or AA-class, with a normal displacement of 1,107 tons. On paper these characteristics, adopted during World War I, brought the Navy one step closer to the "fleet submarine," a submersible that could keep pace with the battle fleet.

SHAPING AN IDENTITY

The German U-boats of the 1914-1918 conflict gave American officers and designers reason for pause. Physically durable, powered by very reliable diesels, technically blessed with very long sea legs, they provided the paradigm for American interwar development. At the same time, the 1916-vintage American S-class proved a virtual clinic for basic design mistakes, burdened with difficult metallurgical problems and very unreliable diesels.

While RADMs Harry Yarnell and Samuel Robinson, successive interwar chiefs of the Bureau of Engineering, worked to remedy the technical flaws with solutions from European and American engineering practice, the community of submarine officers struggled with a problem even more fundamental than propulsion. How should the Navy use submarines? What was their proper strategic role?

During the interwar period influential officers like CAPTs Thomas Hart and Yates Stirling Jr., ADMs Henry Wiley and Frank Schofield and the innovative CDR Thomas Withers debated these issues with the German paradigm in mind. Unfortunately, this model did not offer easy direction. While the German commercial warfare strategy and independent patrol tactics had great effect on the war effort of the Entente and its allies, incidents like the sinking of the passenger liner RMS *Lusitania* painted this style of warfare with a dark brush, suggesting immorality when submersibles operated without restriction.

American officers realized that war in all of its brutality, not peacetime politics or worthy ethical concerns, would determine the future challenges faced by the submarine force. In spite of official policy, the boats under construction in the 1930s reflected assertive, offensive strategic thinking as the country came to terms with the Depression under Franklin Roosevelt and the Bureaus of Construction and Repair and Engineering resolved the submarine engineering and propulsion dilemmas.

The new *Salmon-Sargo* designs were intended for long-range independent patrols, with requisite food, fuel, and weapons capacity. In addition, the fleet exercises and war game scenarios during the late 1930s permitted these vessels to attack warships, convoy escort ships, and even certain convoys identified as critical to enemy logistical support. By 1940, the submarine force had answered its fundamental strategic questions and had the vessels to carry out the consequent roles and missions. Thus, when ADM Thomas Hart proclaimed unrestricted submarine warfare against Japan, Dec. 8, 1941, it came as no surprise. The submarine force knew what to do.

SILENT VICTORY

Employing the extremely reliable boats of the *Gato-*, *Balao* - and *Tench*-classes, the submarine force scored the most complete victory of any force in any theater of the war. In spite of a hesitant beginning due to the Pearl Harbor surprise and difficulties with defective torpedoes, the submarine force destroyed 1,314 enemy ships for 5.3 million tons that translated into 55 percent of all enemy ships lost. Out of 16,000 submariners, the force lost 375 officers and 3,131 enlisted men in 52 submarines, the lowest casualty rate of any combatant submarine service on any side in the 1939-1945 conflict.

While the Japanese advanced quickly after Pearl Harbor and the Navy struggled to recover from Dec. 7, 1941, the submarine force brought the war to the enemy operating from Pearl Harbor, and Australian bases at Freemantle, and Brisbane. Submarines played a variety of roles in the war effort, demonstrating the versatility of stealth.

Among those Allied warships regularly able to penetrate Japanese controlled areas, American submarines had extraordinary success against both Japanese merchantmen and warships. In the late summer of 1942, LCDR Henry C. Bruton in command of USS *Greenling* (SSN 614) on her third war patrol destroyed 32,050 tons of enemy merchant shipping and damaged a 22,000 ton converted carrier. Bruton ended the war ranked 13th among the submarine force's aces.

Refining their methods of attack made American submariners the worst enemy of any ship flying the Japanese flag. In early 1943, USS *Wahoo* (SS 565) put to sea on her third war patrol under the command of LCDR Dudley W. Morton. Morton and his executive officer, LT Richard O'Kane, implemented and further refined a new method of attack suggested by ADM James Fife,

commander of the American submarines operating out of Brisbane. While O'Kane manned the periscope and made all of the observations, Morton was left free to evaluate the entire combat situation, making possible swift, informed and effective approach and attack decisions.

The talent of Morton and O'Kane as well as their new command and control procedure enabled *Wahoo* to sink 31,890 tons of Japanese shipping on that patrol. Morton received the first of four Navy Crosses and his ship took home a Presidential Unit Citation. Later in the war, as commanding officer of USS *Tang* (SS 563), Richard O'Kane received the Medal of Honor and became the submarine force's leading ace of the war, credited with destroying 31 ships for 227,800 tons.

In addition, submarines played both humane and special operations roles in their campaign against Japan. In many of the hardest fought battles of the war submarine crews rescued unlucky carrier pilots who ended up in the sea, like future president George Bush. Fleet submarines also delivered troops tasked with special missions against Japanese Pacific strongholds. In August 1942, USS *Nautilus* (SS 169) and USS *Argonaut* (SS 166) delivered Marine Corps Col. Evans F. Carlson's "Raiders" to Makin Island. Upon completing their mission to reconnoiter the island and destroy its most important facilities, the two submarines picked up the Marines and returned to Pearl Harbor.

In the final months of the war, American submarines had difficulty finding targets because the Japanese had virtually no ships left to sink. Undaunted, submarine commanders pursued the enemy into his harbors and hiding places. Employing newly developed FM sonar sets, American submarines penetrated the minefields of closely guarded Japanese home waters to seek out warships and supply ships at anchor. There was no place to hide. The silent victory was complete.



By 1976, the Navy added the 688-class to our arsenal. USS *Los Angeles* (SSN 688) was designed to counter the expanding Soviet naval threat.

DEEP OCEAN, COLD WAR

Undersea warfare underwent a revolution after World War II and the American submarine force led the way. Building on the advanced submarine designs created by the Germans during World War II, the Navy anticipated submarines of the future going deeper, staying there longer, and moving much faster. Indeed, in reports submitted in 1949 and 1950, naval and civilian advisors suggested that advanced German U-boat technology exploited by the Soviets might present the most potent post-war naval threat to the United States. No warship of the time could effectively detect and track a submarine like the German Type 21 which could sustain a 17 knot submerged speed for at least 30 minutes.

Almost immediately after the war, the submarine force began experimenting with high speed, sophisticated silencing techniques, sensitive sonic detection, and deeper diving. The result took the shape of the greater underwater propulsive power (GUPPY) conversions that changed the configuration of wartime submersibles to enhance submerged speed and hydrodynamic efficiency. The *Tang*-class, the first truly new postwar construction, represented an initial step on a new road toward greater speed and endurance below the surface.

It also provided the basic hull form used for the first true submarine.

Nautilus went to sea propelled by a pressurized water nuclear plant in January 1955 and set a new standard for this type of vessel. Its submerged endurance was limited only by the crews' periodic need to see both their families and the light of day. Rather than a surface ship capable of submerging when the need arose, this submarine's natural environment lay be ow the surface. *Seawolf* and *Skate* — class hunter-killer submarines quickly followed Nautilus and together they demonstrated the new extent of submarine effectiveness, from the deep ocean, to the shallows, to the polar regions. This was the vessel John Holland wanted to create but could not because of the limits of science and technology at the turn of the century.

LAND, SEA AND AIR

The advent of nuclear submarines provided the final piece to a number of promising technical puzzles. The quest for greater submerged speed, initiated in earnest after 1945, found its way to the Navy's David Taylor Model Basin just as ADM Hyman Rickover's nuclear propulsion project succeeded with Nautilus. The research at David Taylor provided insights into the ideal hull form for high-speed submarines. With the conventionally-powered experimental *Albacore* (SS 569), submariners reached an extraordinary submerged speed.



CAPT Hyman G. Rickover, known as the father of the nuclear Navy, was selected to head the Bureau of Ships Nuclear Power Branch in 1948.

Submarine Builder, John Holland, delivered *Holland VI* to the Navy, April 11, 1900.

In the fast attack submarine USS *Skipjack* (SSN 585) the endurance of nuclear propulsion and the high speed of the *Albacore* teardrop hull came together to form the new paradigm. Every American submarine since 1958 has followed the same basic formula. The attack submarines proved very effective during the Cold War in addressing the Soviet submarine threat in the north Atlantic and northwest Pacific through surveillance and deterrence.

The *Nautilus-Albacore* combination also served to extend the reach of the submarine force. While the Navy experimented with launching air breathing missiles like the *Regulus* from s... during the late 1950s, the mobility, stealth, and endurance of nuclear submarines on the *Skipjack* model proved the ideal platform for launching ballistic missiles. From the *Polaris A-1* in 1960, through multiple generations of missiles suitable for submerged launching, the Navy's fleet ballistic-missile submarines (SSBN) have provided the ultimate nuclear deterrent. As opposed to easily targeted land-based missiles easily targeted, SSBNs are in constant motion, hiding deep in the ocean, with virtually unlimited endurance, capable of reaching almost any target at the direction of the president.

With the current *Ohio*-class SSBNs, the submarine force employs this is the most effective and survivable component of current American strategic nuclear defense.

Since the 1970s, the submarine force has also provided the Navy with a s ealthy way of applying tactical firepower against land and sea targets. Fitted at first for torpedo tube launch, the *Tomahawk* cruise missile has enhanced the effectiveness of th... submarine fleet. Now capable of ... these missiles from a vertical launch system in the bow, the latest flight of the submarine force's front line *Los Angeles*-class SSNs has proven very useful in the challenging environment of modern littoral war at sea. During Operation *Desert Storm*, submarine-launched *Tomahawks* proved their extraordinary effectiveness during the first combat use of the submarine force's new capability. Mediterranean submarine operations during the Persian Gulf conflict are a case in point.

With their stealth quiet manner, endurance, diverse weapons array, and ability to detect threats while effectively communicating with the fleet at great range, American submarines conduct both independent tactical and strategic patrols as well as operations in support of carrier battle groups. The effort to integrate the submarine more thoroughly with air and surface forces suggests that naval warfare of the future will require a flexible mix of assets designed for a future filled with constantly changing defense demands. Always on the cutting edge, the submarine force will help the Navy sustain the adaptability necessary to control tomorrow's battle space.

Weir is chief of the Contemporary History Branch, U.S. Naval Historical Center, Washington, D.C.



Ohio-class submarines carry more than 50 percent of the nation's nuclear arsenal.



My Hero

U.S. Navy photo (NH 45641)

Let me take you back to a day in late May 1939, three months before the outbreak of World War II. America's newest sub, *Squalus,* was on a test dive off Portsmouth. N.H., when the sea suddenly surged into her compartments, and she plummeted to the North Atlantic floor. Miraculously, 33 of her crew remained alive. Their ultimate fate would depend on one man — Swede Momsen.

At that time, the mysteries of the ocean depths — our inner space — and how they affected man both physically and psychologically were as exotic as outer space. But everything that could possibly save a trapped submariner, new deep-sea diving techniques, artificial lungs and a great pear-shaped rescue chamber was a direct result of Momsen's pioneering derring-do, his own life constantly on the line to prove them out. None, however, had yet been used in an actual undersea catastrophe. Now they would be, and under the worst possible circumstances — in fickle weather, the water frigid, the men beyond the reach of any previously imagined help.

The Navy was then run by battleship admirals.

"Who does this Momsen think he is, Jules Verne?" one of them asked. The fact was that, as a boy growing up in Minnesota, he had been enthralled by Verne's classic novel *Twenty Thousand Leagues Under the Sea,* which propelled him

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Left: Crewman A. L. Rosenkotter demonstrates the use of the ship's escape hatch and emergency escape "Momsen Lung," during USS *V-5* (SC 1), later named USS *Narwhal* (SS 167) trials, July 1930. *Below:* On board USS *Falcon* (ASR 2) men worked feverishly during the salvage operation of USS *Squalus* (SS 192). LCDR Charles Momsen stands next to the rail (third man from left) while crew members suit up two divers. (May 30, 1939). *Bottom:* The McCann diving chamber was placed on the after deck of USS *Falcon* (ASR 2) during salvage operations for USS *Squalus* (SS 192), May 30,1939.

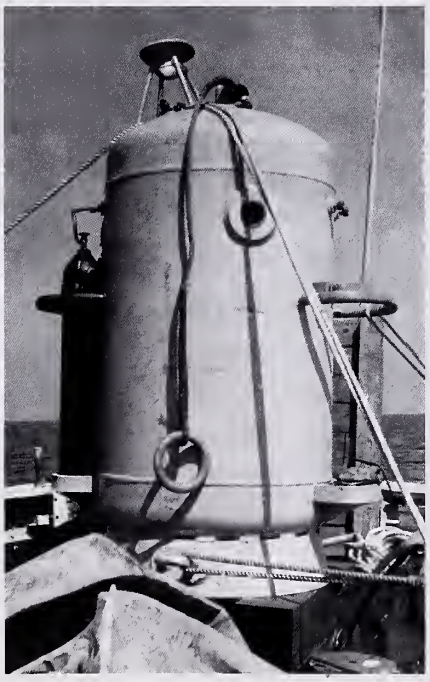


U.S. Navy photo (NH 57501)

to enter the Naval Academy in the first place. To be in submarines, "to live within the ocean," as Verne wrote. During Momsen's early years as a submariner, it was a given that if a sub went to the bottom — which they did with nerve-wracking regularity — her crew was doomed.

He found this unacceptable. On his own, battling bureaucratic red tape and disbelieving naysayers, he first invented an escape lung for trapped crewmen to rise to the surface and next a rescue chamber that could be lowered into ocean depths.

When the *Squalus* disaster occurred, he was developing a new breathing mixture of oxygen and helium so that deep-sea divers could descend farther than anyone thought



U.S. Navy photo (NH 57503)

possible. (This same basic mixture is used for the scuba diving we now take for granted. During the height of the Cold War, it enabled Navy divers to tap vital Soviet undersea telephone cables.)

Swede Momsen's perilous mission to save the survivors of *Squalus* remains, to this day, the greatest undersea rescue in history. While it was headline news, it was eclipsed by the outbreak of war.

During World War II, Momsen continued his death-defying exploits. When it was discovered that many of our torpedoes fired against the enemy were duds, he dived into the water to find and examine one. He had it retrieved and, with the possibility of being blown to bits, not only discov-

My Hero

Below: A diver prepares to enter the water at Diver Training School Washington Navy Yard, Washington, D.C., May 1943.



U.S. Navy photo by NPSL Anacostia

ered what was wrong, but also fixed it.

After the war, he left a lasting legacy. When the Navy's Hyman Rickover began working with nuclear power, it would be tried out initially in a submarine as a matter of cost efficiency. If it proved successful, aircraft carrier admirals, now in control, foresaw much bigger atomic power plants for carriers and their escorts.

Momsen saw something entirely different. Submarines, because of their dependence on battery power underwater, were actually surface ships that occasionally dipped beneath the waves. Yet with the advent of nuclear power, a true submersible was within grasp, potentially the Navy's new backbone of the fleet.

To speak openly about what he privately envisioned would invite a fast ride to the booby hatch. So Momsen, knowing that carrier admirals were concerned about sneak sub attacks, presented his proposal as a target for submarine hunter-killer groups to practice on. Funds were soon appropriated.

His creation, *Albacore,* built in Portsmouth just as *Squalus* had been, shaped like a fish with a cod's head and mackerel's tail, out-ran and outmaneuvered anything that went after her. She was so swift that her crew had to hang on to overhead straps like subway riders. and from her has evolved the design of all our modern submarines.

After *Albacore,* Momsen retired from the Navy and became a consultant to several companies interested in exploring and mining the rich possibilities that lay in the oceans. Throughout his naval career he had never indulged in the slightest bit of self-promotion. But hadn't the constant rebuffs he encountered hurt? I asked him once. "Sure," he replied, "but seeing that first survivor from *Squalus* come out of the rescue chamber made it all worthwhile."

He died a hard death from cancer in 1967. It was heartbreaking to see this indomitable man waste away. He taught me new lessons in courage. Of his cancer, he said, "There are some

The Dive

EXCERPTED FROM THE BOOK *TERRIBLE HOURS* BY PETER MAAS

MAY 23, 1939. 8:41A.M. THE SUB'S CONTROL room board consisted of red and green lights. Each represented a specific aperture in the hull or conning tower. Green meant closed and watertight. Red showed that it was still open.

The last two red lights turned green. They were for the two big valves on the side of the conning tower. One ventilated the sub. The other fed air to her surface diesels. Now, on battery power, *Squalus* slid down into the ocean. It was her 19th test dive.

In the control room, after sounding the second dive warning, Chief Campbell instinctively glanced at the board and saw it was green. Yeoman Kuney, manning the control-room phone, also saw it was green. Kuney liked to bet with himself whether he would ever get word of a closing before it showed on the board. The board always won.

Al Prien, releasing his grip on the lever that closed the valves, saw that the board was green. So did Preble, the test superintendent, stop watches in hand. The aim of this dive was to reach 50 feet in 60 seconds. In wartime, it could mean the difference between life and death.

Just as the klaxon was honking, Captain Naquin reached the bottom of the ladder from the conning tower. He too saw that no red lights registered on the board. At a depth of 28 feet, *Squalus* hesitated. It took a few moments for her battery power to take over. Then she started to

Below: Bow view of USS *Squalus* (S 11) at the outfitting pier, Navy Yard, Portsmouth, N.H., Jan. 7, 1939.



U.S. Navy photo (Neg. No. 18-30)

things you can't do anything about." He shrugged slightly. "Just like the fog at sea," he said.

I wrote about him then. The time could not have been worse. The nation was exploding in turmoil over the Vietnam War. The last thing anyone was interested in was a long-forgotten submarine and a military man.

But times have changed. So I decided to research further the events of his life and what he meant to us. In pursuit of this. I returned to Portsmouth, where, embedded in concrete, is the superstructure and part of the deck of the old *Squalus.* With it now, since Swede Momsen's death, is the slender, rakish tower of *Albacore.* They are monuments, of course, to what they stood for and to the men who served on them.

They also stand as mute tributes to a true hero.

He cried out the terrifying news:

"Sir! The engine rooms! They're flooding!"

plunge down again.

At 30 feet, Preble said to Naquin, "Good, good."

"This," Naquin replied, "is going to be a beauty." The depth gauge moved faster... 35 feet... 40... 45. Up inside the conning tower, Frankie Murphy saw the sea flash over his eyeports.

At 50 feet, both Naquin and Preble called out, "Mark!" They stopped their watches and compared results. The time was a fraction more than 60 seconds. Naquin smiled. It was better than he expected. He still had three weeks for more crash dives before *Squalus* was ready to pass her final trials and join the fleet.

Automatically, he stepped to his No. 1 periscope, gripped its handles and bent forward slightly to peer through its rubber-cupped eye piece. As he did, a strange fluttering assailed his ears.

An instant later, Kuney's eyes went wide with disbelief. Not at what he saw, but at what he was hearing. For the first time, word of something had come over his phone that wasn't reflected on the control board.

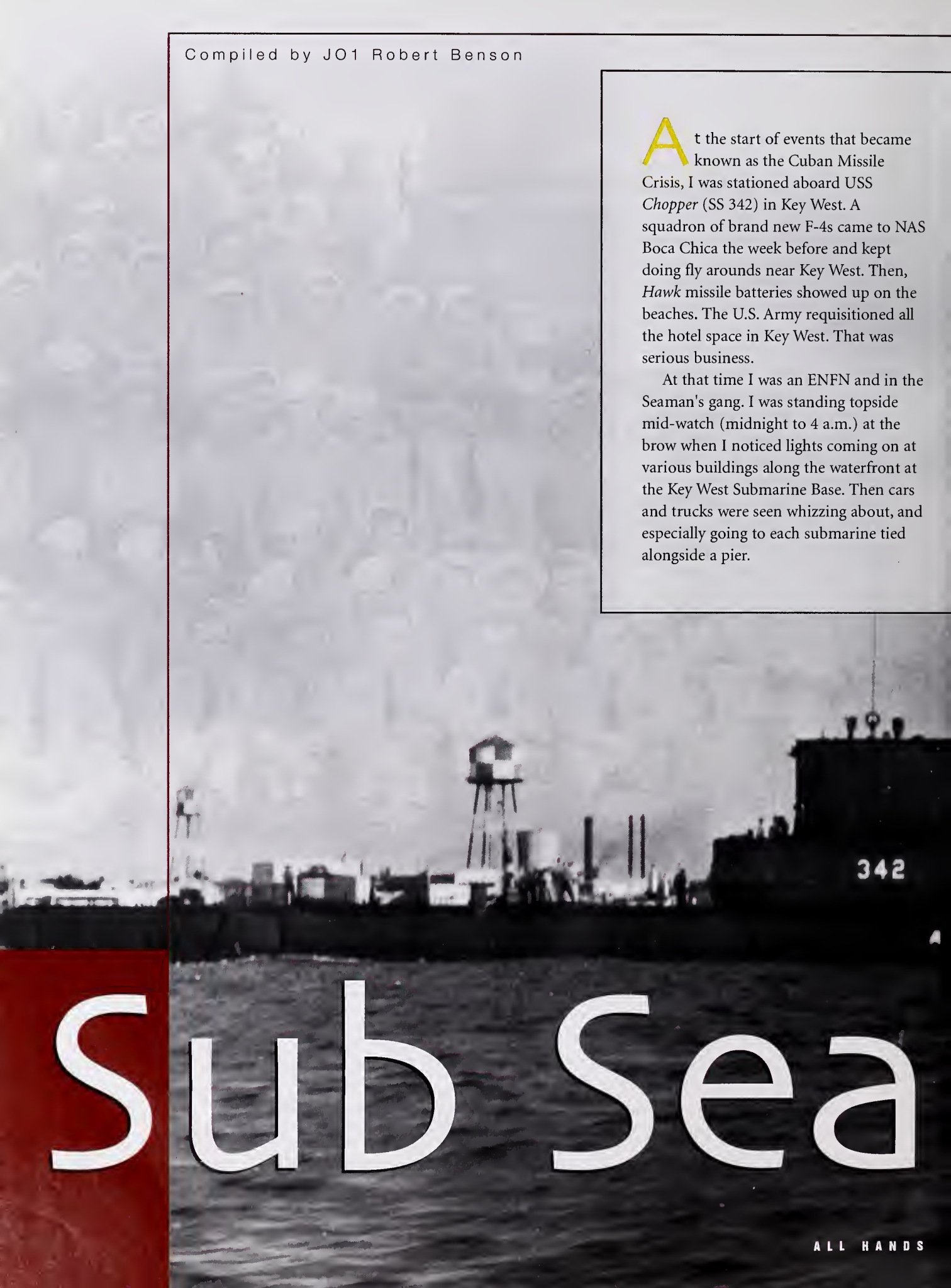
He cried out the terrifying news: "Sir! The engine rooms! They're flooding!"

Excerpted from the Terrible Hours. *Copyright @1999 by Peter Maas. Published by Harper Collins.*

Compiled by JO1 Robert Benson

At the start of events that became known as the Cuban Missile Crisis, I was stationed aboard USS *Chopper* (SS 342) in Key West. A squadron of brand new F-4s came to NAS Boca Chica the week before and kept doing fly arounds near Key West. Then, *Hawk* missile batteries showed up on the beaches. The U.S. Army requisitioned all the hotel space in Key West. That was serious business.

At that time I was an ENFN and in the Seaman's gang. I was standing topside mid-watch (midnight to 4 a.m.) at the brow when I noticed lights coming on at various buildings along the waterfront at the Key West Submarine Base. Then cars and trucks were seen whizzing about, and especially going to each submarine tied alongside a pier.



Sub Sea

War Ready

By former EM2(SS) Patrick Householder

Soon a car came alongside *Chopper*, and a hassled looking officer asked for the duty officer, who was then instructed to recall all our officers and crew to stand by to take on patrol supplies, and be ready to depart by 8 a.m.! All subs were given the same instructions. Not long afterwards, a large truck roared up to *Chopper*, and all hands on board commenced loading boxes of food, foul weather gear, spare parts and fuel.

At 8 a.m. the next day, all the submarines had their engines roaring and the smoke hung heavy over the waterfront as the first of SUBRON 12's submarines got underway. One submarine had been in minor overhaul alongside the pier, with her propellers removed, and in the haste to make ready, they were re-installed backwards!

By 10 a.m., the entire squadron was on the high seas and the sight of each submarine doing a 'trim dive', one after another, was quite a sight to see by this young Sailor on lookout duty. *Chopper* turned northward and the crew was then informed by the captain about the impending Cuban blockade. *Chopper* steamed at top speed to Navy Base Mayport, Fla., where we took on fuel and an Underwater Demolition Team (UDT). Then we turned south to take station off of Cuba.

Chopper's mission, as I understood it, was to deliver a UDT to a place near Havana harbor, where they would "lock out" of the forward escape trunk and swim into and sabotage ships and facilities in the harbor. While on that patrol I recall we were dogging some Russian nuclear boat, but when he got tired of the game, he put the pedal to the metal and all we could do is listen to him fade away in the distance.

I think we were operating with some "Tin Can" that had the new side scan sonar. After a week or so, Russia withdrew her missiles, and *Chopper* returned to Key West. Later that year, then-President Kennedy made a visit to Key West Naval Station and stopped and boarded *Chopper*. He spoke to the captain and officers, thanking them for doing their duty, and departed.

Householder joined the Navy in 1960. He served in submarines from 1962-1964 aboard USS Chopper *(SS 342) and from 1964 to 1966 aboard USS* Redfish *(SS 395).*



Stories

The Boat Crew

By former RM1(SS) Paul Perris

Well, let's see. Right off the top of my head, what makes a submarine crew so tight? I'd have to say we've all had an experience unlike any skimmer could possibly fathom. It's one of those, "You just have to have been there, done that" type of thing. Everyone who has done a tour of duty on a submarine has been in a life or death situation where your life depended upon a qualified person being in the right place, at the right time.

As for the environment being a little more relaxed on a submarine? To a certain extent it is. When it comes time to work, which is often, everyone, and that means everyone, comes together. And on the other hand, when its time to play, most all boat Sailors I



Duty Driving

By former RM1(SS) Jack Hester

In 1961 I was a member of USS *Snook*'s (SSN 592) commissioning crew. As such, the Chief of the Boat (COB) had selected me as duty driver for Admiral Rickover whenever he came to Pascagoula, Miss., to inspect progress on *Snook*'s construction. The admiral was a stickler for using every moment of your life to increase your knowledge. He had absolutely no use for anyone wasting a moment of opportunity, regardless of what that opportunity might be. The most memorable occasion I had while driving the admiral was the day I picked him up at the Mobile, Ala., airport to transport him to our boat at Ingalls Shipbuilding in Pascagoula.

Upon entering the gate at Ingalls, immediately to our right, was a large empty field. As we went through the gate, the admiral asked, "Driver, what type of vegetation is in that field to our right?"

I looked to the right and it looked like a bunch of weeds to me, but I replied, "I have no idea, Sir."

The admiral then asked, "How long have you been in Pascagoula?"

I replied, "Two months, Sir."

"Do you come through this gate everyday?" he asked.

"Yes sir," I said.

"You mean to tell me that you have come through this gate everyday for two months and you have never taken it upon yourself to find out what is growing in that field?" he asked.

"Yes sir, that is correct." I answered. (I knew that was NOT the answer he wanted)

"Well young man, I will be leaving here Sunday and YOU WILL be my driver and I want an answer to my question when you pick me up, understand?"

You can not imagine how many people living in Pascagoula in 1961 had no idea what was growing in that field. I asked everyone I saw, but no one could provide me with a satisfactory answer. I did receive a lot of comments on what to tell the admiral, but they were not related to vegetation.

Sunday came and I knew I was going down the tubes. I didn't have to mention it to the admiral, he immediately asked me. I told him I had been unsuccessful in finding what I could believe to be a correct answer. He then said, "You could have lied to me and I would probably never would have known the difference, but you gave it an effort and then told the truth and that's all anyone can ask of anyone."

Twenty-nine years later, I still wonder what the heck those "weeds" were.

Hester was a crew member assigned to USS Snook *(SSN 592) in the early 1960s.*



know, play like they work. You're constantly on your toes while on the boat. Any sound, any vibration, anything not quite right, immediately grabs your full attention. While on liberty, its time to give your mind a break. Your brain kind of shifts into neutral and freewheels for a little while, like zero floating the batteries.

When it's time to get underway again, your brain has new life in it and is ready to do it all over again. There's no such thing as theft on a boat. A lot of borrowing takes place but never any out and out theft. I've seen a guy leave his white hat on his rack with his wallet with all of his money sticking out a little and his white hat might be gone temporarily but his wallet could lay there until hell freezes over and the cash will always be there. The white hat eventually shows back up, too. I can't remember ever having a hat with my name on it. Come to think of it, I went to an inspection one time wearing a buddy's extra uniform with the wrong crow because mine was screwed up and I didn't have time to fix it.

I served almost 10 years and if the situation arose tomorrow, I'd do it all over again, but just a little differently next time around. It's funny how after more than 20 years have passed, its hard to remember the bad times, only the good, and boy I had my share of good thanks to a lot of excellent shipmates.

Perris was in the Navy from 1968 to 1977 and was assigned to USS Bonefish *(SS 582) from 1970-1974.*



Fine Dining

By retired ENC(SS) Charles Franklin

This happened while I was serving aboard USS *Redfin* (SS 272) in 1962 or 1963. The crew had been eating off the high side of the cow for approximately six or seven months: only the best cuts of meat, in true submariner style.

Unbeknownst to the crew was the fact that the cooks were required to take a portion of ground meat with each requisition. To make a long story short we ended up eating ground beef three meals a day for approximately two or three weeks, to deplete the stores problem. Breakfast, lunch, dinner and in between.



"Aye, Aye, Sir"

By former IC2(SS) Steve Atkatz

In 1953, I was aboard USS *Toro* (SS 422) somewhere in the North Atlantic. Our Executive Officer LT Dave Eaton, a rather prim and proper type, but an excellent officer nevertheless, had been trying to impart some sense of dignity and decorum to a somewhat rowdy crew.

The Scene: The Control Room, Time 11 a.m.

Eaton [to QM2(SS) Mobley, QMOW]: Mo, repeat this after me. "Luncheon is now being served for the oncoming watch in the crew's dinette."

Mobley: "Luncheon is now being served for the oncoming watch in the crew's dinette, Aye."

Eaton: Now announce it.

Mobley (keying the mike on the 1MC): "Chow Down."

PS: Luckily for Mo the CO was there, heard the whole exchange, and got a big chuckle.

Atkatz was stationed on USS Toro *(SS 422) from 1952-55.Atkatz was stationed on USS* Toro *(SS 422) from 1952-55.*

CREW HELD FOR RAN

Being held for ransom can ra
anyone. And being held unde
the situation more non-negoti
Yet, this crew held for ransom
III that is, on board USS *Miam*
jeopardy. They're submariners
and trained in every aspect of
from fire fighting and damag
the helm and plotting her



Officer of the Deck, LTJG Alexander Barbara (right), stands watch on the bridge of *Miami* not seeing or expecting the imminent wave that ETSN Jason Spoonmoore is preparing himself for as it comes crashing over the side.

(inset) CDR James Ransom relays a message that USS *Miami* (SSN 755) will be passing another submarine and that the helm needs to make bearing changes to correct for two subs in the channel.

Skipjack-class



General Characteristics, *Skipjack*-class
Builder: Electric Boat Company, Conn.; Ingalls Shipbuilding, Miss.; Newport News Shipbuilding, Va.; Mare Island NSY, Calif.
Power Plant: One nuclear reactor, one shaft
Length: 251.8 feet (76.8 meters)
Beam: 31.8 feet (9.7 meters)
Displacement: Approx. 3,070 tons surfaced, 3,500 tons submerged (3,119/3,556 metric tons)
Speed: 25+ knots (46+ kph)
Crew: 11 Officers, 107 Enlisted
Armament: Six 21-inch (533 mm) torpedo tubes; MK 14, MK 16, MK 48 torpedoes
Date Deployed: April 15, 1959 – USS *Skipjack* (SSN 585)

George Washington-class



General Characteristics, *George Washington*-class SSBN
Builders: Mare Island NSY, Calif.; General Dynamics Electric Boat Division, Conn.; Portsmouth NSY, N.H.
Power Plant: One nuclear reactor, one shaft
Length: 381.6 feet (115.7 meters)
Beam: 33 feet (10.1 meters)
Displacement: Approx. 5,959 tons (6,709 metric tons) submerged
Speed: 16+ knots (22+ kph)
Crew: Two crews (Blue & Gold); 12 Officers, 100 Enlisted per crew
Armament: 16 missile tubes for *Polaris* A-1, A-2, A-3; six 21-inch (533 mm) torpedo tubes for MK 14-6; MK 37-1, -3; MK 37 NTS; or MK 48 torpedoes
Date Deployed: Dec. 30, 1959 – USS *George Washington* SSBN 598

Permit-class



General Characteristics, USS *Permit* (SSN 594) (long hull)
Builders: Puget Sound NSY, Wash.; New York Shipbuilding Corp., N.J.; Ingalls Shipbuilding, Miss.; Mare Island NSY, Calif.; Electric Boat Co., Conn.
Power Plant: One nuclear reactor, one shaft
Length: 278.6 feet (84.9 meters) (SSN 593 – SSN 621); 297.3 feet (90.6 meters) (SSN 605); 292.3 feet (89.1 meters) (SSN 613 – SSN 615)
Beam: 31.8 feet (9.7 meters)
Displacement: Approx. 3,705 tons surfaced, 4,311 tons submerged (3,764/4,380 metric tons)
Speed: 25+ knots (46+ kph)
Crew: 13 Officers, 115 Enlisted
Armament: Four 21-inch (533 mm) torpedo tubes; MK 14, MK 16, MK 37, MK 48 torpedoes; mines; *SUBROC*, *Harpoon*
Date Deployed: Aug. 3, 1961 – USS *Thresher* (SSN 593)

1959-61

Benjamin Franklin-class



General Characteristics, *Benjamin Franklin*-class SSBN
Builders: Mare Island NSY, Calif.; General Dynamics Electric Boat Division, Conn.
Power Plant: One nuclear reactor, one shaft
Length: 425 feet (129.5 meters)
Beam: 33 feet (10.1 meters)
Displacement: Approx. 8,250 tons (8,382 metric tons) submerged
Speed: 20+ knots (37+ kph)
Crew: Two crews (Blue & Gold); 13 Officers, 120 Enlisted per crew
Armament: 16 missile tubes for *Poseidon* or *Trident I*, four 21-inch (533 mm) torpedo tubes for MK 48 torpedoes
Date Deployed: Oct. 22, 1965 – USS *Benjamin Franklin* (SSBN 640)

Sturgeon-class



General Characteristics, *Sturgeon*-class
Builders: General Dynamics Electric Boat Division, Conn.; General Dynamics, Quincy Shipbuilding Division, Mass.; Ingalls Shipbuilding, Miss.; Portsmouth NSY, N.H.; Mare Island NSY, Calif.; & Newport News Shipbuilding, Va.
Power Plant: One nuclear reactor, one shaft
Length: 292 feet (89 meters), (SSN 637 – SSN 677); 302 feet (92 meters) (SSN 678 - SSN 687)
Beam: 32 feet (9.8 meters)
Displacement: Approx. 4,229 tons surfaced, 4,762 tons submerged (4,297/4,838 metric tons)
Speed: 25+ knots (46+ kph)
Crew: 13 Officers, 117 Enlisted
Armament: Four 21-inch (533 mm) torpedo tubes; MK 37, MK 48 torpedoes; mines; *SUBROC*, *Harpoon*, *Tomahawk*
Date Deployed: Dec. 6, 1966 – USS *Queenfish* (SSN 651)

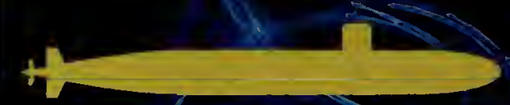
1965-66

Ohio-class



General Characteristics, *Ohio*-class SSBN
Builders: General Dynamics Electric Boat Division, Conn.
Power Plant: One nuclear reactor, one shaft
Length: 560 feet (1,707 meters)
Beam: 42 feet (13 meters)
Displacement: 16,764 tons surfaced, 18,750 tons submerged (17,033/19,000 metric tons)
Speed: 25+ knots (46+ kph)
Crew: Two crews (Blue & Gold); 15 Officers, 148 Enlisted per crew
Armament: 24 tubes for *Trident I* or *II*, four 21-inch (533 mm) torpedo tubes for MK 48 torpedoes
Date Deployed: Nov. 11, 1981 – USS *Ohio* (SSBN 726)

Los Angeles-class



General Characteristics, basic *Los Angeles*-class
This class has 28 boats USS *Los Angeles* (SSN 688) through USS *Honolulu* (SSN 718), *Newport News* (SSN 750).
Builders: Newport News Shipyard, Va., & General Dynamics Electric Boat Div., Conn.
Power Plant: One nuclear reactor, one shaft
Length: 360 feet (109.2 meters)
Beam: 33 feet (10.1 meters)
Displacement: Approx. 6,000 tons (6,900 metric tons) submerged
Speed: 25+ knots (30+ kph)
Crew: 12 Officers, 115 Enlisted
Armament: Four 1-inch (533mm) torpedo tubes; MK 37-3, MK 37 NTS and MK 48 Advanced Capability (ADCAP), *SUBROC*, *Harpoon* and *Tomahawk*
Date Deployed: Nov. 13, 1976 – USS *Los Angeles* (SSN 688)

General Characteristic, improved *Los Angeles*-class
This class has 23 boats USS *San Juan* (SSN 751) through USS *Cheyenne* (SSN 773)
Builders: Newport News Shipbuilding Co., Va.; General Dynamics Electric Boat Division, Conn.
Power Plant: One nuclear reactor, one shaft
Length: 362 feet (109.8 meters)
Beam: 33 feet (10.1 meters)
Displacement: Approx. 7,147 tons (7,185 metric tons) submerged
Speed: 25+ knots (46 +kph)
Crew: 13 Officers, 125 Enlisted
Armament: 12 VLS tubes, four 21-inch (533 mm) torpedo tubes; MK 48 Advanced Capability (ADCAP) torpedoes; *Tomahawk* missiles, mines
Date Deployed: Aug. 1, 1988 – USS *San Juan* (SSN 751)

1976-88

Seawolf-class



General Characteristic, *Seawolf*-class
Builder: General Dynamics Electric Boat Division, Conn.
Power Plant: One nuclear reactor, one shaft
Length: 353 feet (107.6 meters)
Beam: 40 feet (12.2 meters)
Displacement: 8,060 tons surfaced, 9,150 tons submerged (8,189/9,296 metric tons)
Speed: 25+ knots (46+ kph)
Crew: 13 Officers; 121 Enlisted
Armament: Eight 30-inch (762 mm) torpedo tubes (50 weapons) including *Tomahawk* missiles, MK 48 Advanced Capability (ADCAP) torpedoes, mines
Date Deployed: July 19, 1997 – USS *Seawolf* (SSN 21)

Virginia-class

See Reverse Side of Poster

General Characteristic, *Virginia*-class SSN
Builders: General Dynamics Electric Boat Div., Conn.; Newport News Shipbuilding, Va.
Power Plant: One nuclear reactor, one shaft
Length: 377 feet (114.9 meters)
Beam: 34 feet (10.4 meters)
Displacement: Approx. 7,800 tons (7,925 metric tons)
Speed: 25+ knots (46+ kph)
Crew: 14 Officers, 120 Enlisted
Armament: 12 VLS tubes, four 21-inch (533 mm) torpedo tubes; *Tomahawk* missiles, MK 48 Advanced Capability (ADCAP) torpedoes, advanced mobile mines & unmanned undersea vehicles
Date Deployed: Scheduled for delivery in 2004

1997-2004...

All Hands

See the Submarine Centennial website at **www.navy.mil** and select the button, "**Submarine Centennial.**"

GENERAL DYNAMICS
Electric Boat

NEWPORT NEWS SHIPBUILDING

DEADLY QUIET

One hundred years after the United States Navy began using submersibles, the first submarine without a periscope is under construction. This is just one indication that the VIRGINIA-class attack submarine will be the most technologically sophisticated ship under the seas. Massive firepower, cutting edge intelligence gathering capabilities, and revolutionary deck design equip these submarines for rapidly emerging 21st century threats. Joining the fleet in 2004, the subs are the first ever designed from the keel up for multimission, near-land operations. Here's a look at what's under their skins.

VIRGINIA

Displacement
7,700 tons

Length
377 feet

Beam
34 feet

Speed
In excess of 25 knots

Depth
In excess of 800 feet

Weapons
- Tomahawk Land-Attack Missiles
- Mark 48 Advanced Capability Torpedoes
- Advanced Mobile Mines
- Unmanned Underwater Vehicles

■ PROPULSOR DUCT
VIRGINIA's propulsor, an advanced design propeller, is shielded by a duct.

Rudder

Duct

Stern plane

Rudder

■ BALLAST/TRIM TANKS
Tanks, both forward and aft, are flooded with water to submerge the sub. The water is ejected in order to surface. Other tanks, "trim tanks," help compensate for variations in weight, stabilizing the sub.

SONAR ALL AROUND

VIRGINIA-class submarines will have vastly improved sonar capabilities. The first subs to employ a "chin" sonar array, the VIRGINIA-class will accurately map the ocean floor and mine fields using a combination of the chin and sail arrays. Additionally, the three sonar arrays on each side and towed arrays provide quick target location information.

Sail array

Sonar arrays

Spherical array

Towed arrays eliminate much of the blind area behind a sub.

Side mounted arrays

Chin array

SEAL minisub

■ Advanced SEAL Delivery System (ASDS)
The "ASDS" is a mini-submarine designed to be deployed with a Special Forces coastal assault team. VIRGINIA can link with this type of craft or the more conventional Dry Deck Shelter.

Sonar array

Sonar array

■ ENGINE ROOM
The rear, or aft end of the VIRGINIA-class houses the propulsion machinery, electrical power equipment, hydraulic systems, air compressors, seawater desalinization equipment and air conditioning equipment.

■ MANEUVERING ROOM
Crew in this room control the throttle to the turbines driving the propulsor. They also control the boat's electrical generators and nuclear reactor.

■ REACTOR COMPARTMENT
State-of-the-art reactor plant provides fuel for the life of the ship.

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Dominating the seas and coastlines, the VIRGINIA-class submarines will gather intelligence, deploy special forces, and attack land targets

■ LOCKOUT TRUNK
VIRGINIA will be the first class of submarines to employ a built-in Navy SEAL staging area. This nine-man airlock chamber will allow an entire Special Forces team to exit and enter the sub while filling/emptying the chamber with water one time.

■ BERTHING
Equipped with 119 permanent bunks. An additional 41 bunks can be set up in the torpedo room for special assignments.

■ MASTS
Housing for various electronics, they include:

ESM mast
Electronic Support Measures mast houses the global positioning antenna and a receiver to detect radar of planes, ships, and surfaced subs.

High data rate masts
Receiving and transmitting antennas.

Multifunction masts
House radio receiving and transmitting antennas.

Mission reconfigurable mast

Photonics masts
Cameras mounted on masts replace traditional optical periscopes.

Masts

Sail

Sonar array

External stowage lockers
Store Special Forces equipment.

774

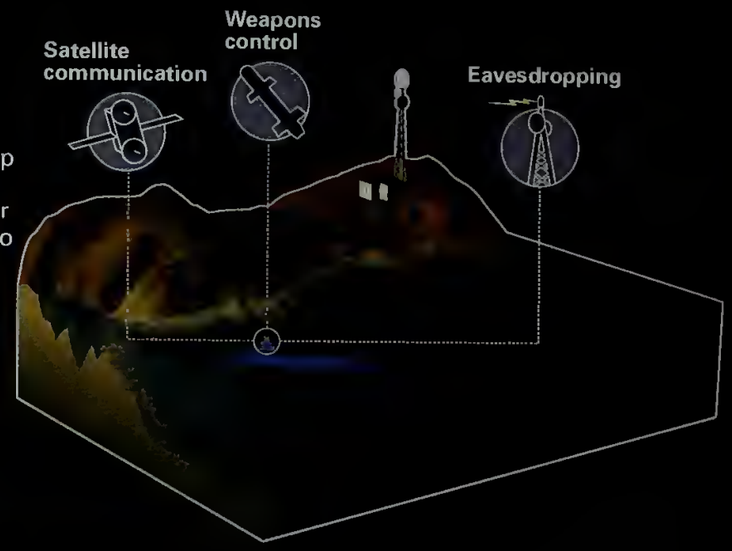
■ COMMAND & CONTROL
Use of an electronic fiber optic imagery system instead of a traditional periscope allows the control room to be located on the second deck level. The room features large screen displays and a wide open layout to improve information flow and decision making.

Sonar array

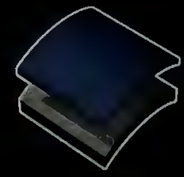
■ TORPEDOES
Torpedoes, mines, and missiles are ejected from four torpedo tubes by an air turbine pump (ATP). The ATP draws in water, forcing it into the torpedo tube. The weapon leaves the ship through rotary shutter doors.

Torpedo tubes

VIRGINIA'S BIG EARS
The ultimate eavesdropper, VIRGINIA will be able to pick up details of important signals from miles away—signals our satellites can't detect. It can also talk to satellites and control weapons.



■ LAND ATTACK
Twelve Vertical Launching System (VLS) tubes, combined with four torpedo tubes permit VIRGINIA to launch land attack missiles.



■ HULL
High-yield steel that withstands pressure at depths greater than 800 feet has a seamless rubberlike substance molded onto its surface.

Forward ballast tanks

Vertical launch tubes

Baffle
Prevents sounds from the sub from interfering with the sonar sphere.

■ BOW DOME
The nose cone is constructed of a composite material enabling sound to pass through it to the sonar sphere.

■ SONAR SPHERE
Hydrophones mounted on the sonar sphere make one of VIRGINIA's "ears." These hydrophones are passive sensors that can detect sound waves produced by "contacts" many miles away.

Sonar sphere
With active and passive sonar.

Bow dome

"Chin" sonar array
See box, far left, "SONAR ALL AROUND."

Retractable bow plane
Bow and stern planes control the sub's depth.

GRAPHIC BY **STEPHEN ROUNTREE**

One Hundred Years of AMERICA'S SUBMARINE FORCE

A COMMEMORATIVE RETROSPECTIVE OF SELECTED CLASSES

All Hands

MAGAZINE OF THE U.S. NAVY

Holland-class



General Characteristics, *Holland*-class
Builders: Crescent Shipyard, Elizabethport, N.J.
Power Ptant: Otto Gasoline Engine (surfaced), Electric batteries (submerged)
Length: 53.8 feet (16.4 meters)
Beam: 10.7 feet (3.3 meters)
Displacement: 64 tons surfaced, 74 tons submerged (65/75 metric tons)
Speed: 6 knots (11 kph)
Crew: 1 Officer, 6 Enlisted
Armament: One 18-inch (457 mm) torpedo tube, Three *Whitehead* torpedoes
Date Deployed: Oct. 12, 1900 – USS *Holland* (SS 1)

1900

K-class



General Characteristics, *K*-class
Builders: Fore River Shipbuilding, Quincy, Mass.; Union Iron Works, San Francisco; Seattle Construction & Drydock Company, Wash.
Power Plant: NELSECO/Busch-Sulzer Diesel (surfaced), Electric batteries (submerged)
Length: 153.6 feet (46.8 meters)
Beam: 16.7feet (5.0 meters)
Displacement: 392 tons surfaced, 521 tons submerged (398/529 metric tons)
Speed: 14 knots (26 kph)
Crew: 2 Officers, 26 Enlisted
Armament: Four 18-inch (457 mm) torpedo tubes
Date Deployed: Jan. 31, 1914 – USS *K-2*, *Cachalot* (SS 33)

1914

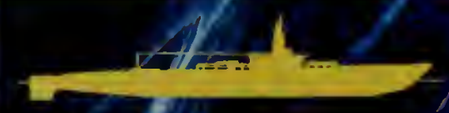
L-class



General Characteristics, *L*-class (USS S-48)
Builders: Fore River Shipbuilding, Quincy, Mass.; Lake Torpedo Boat Company, Bridgeport, Conn.; Crescent Shipyard, Elizabethport, N.J.; Portsmouth Naval Shipyard (NSY), N.H.
Power Plant: NELSECO/Busch-Sulzer Diesel (surfaced) Electric batteries (submerged)
Length: 168.5 feet (51.4 meters)
Beam: 17.3 feet (5.3 meters)
Displacement: 450 tons surfaced, 548 tons submerged (457/557 metric tons)
Speed: 14 knots (26 kph)
Crew: 2 Officers, 26 Enlisted
Armament: Four 18-inch (457 mm) torpedo tubes; one 3-inch deck gun
Date Deployed: April 11, 1916 – USS L-1

1916

Salmon/Sargo-class



General Characteristics, *Salmon/Sargo*-class
Builder: Electric Boat Co., Conn.; Portsmouth NSY, N.H.; Mare Island NSY, Calif.
Power Ptant: Four diesels, two shafts
Length: 308 feet (93.9 meters)
Beam: 26 feet (7.9 meters)
Displacement: 1,435 tons surfaced, 2,198 tons submerged (1,458/2,233 metric tons)
Speed: 21 knots (39 kph)
Crew: 5 Officers, 50 Enlisted
Armament: Eight 21-inch (533 mm) torpedo tubes (four bow, four stern); One 3-inch deck gun
Date Deployed: Dec. 15, 1937 – USS *Snapper* (SS 185)

1937

Gato/Balao-class



Gato-class
Electric Boat Co., Conn.; Portsmouth NSY, N.H.; Mare Island NSY, Calif.; Manitowoc Shipbuilding Co., Wis.
Four diesels, two shafts
112 feet (95,1 meters)
27 feet (8.2 meters)
1,475 tons surfaced, 2.415 tons submerged (1,499/2,454 metric tons)
20 knots (37 kph)
6 Officers, 54 Enlisted
Ten 21-inch (533 mm) torpedo tubes (six bow, four stern);
One 3-, 4- or 5-inch deck gun; One anti-aircraft gun on the bridge
Dec. 31, 1941 – USS *Gato* (SS 212)

Balao-class
Electric Boat Co., Conn.; Portsmouth NSY, N.H.; Mare Island NSY, Calif.; Boston NSY, Mass.; Manitowoc Shipbuilding Co., Wis.; Cramp Shipbuilding Co., N. J.
Four diesels, two shafts
311.7 feet (95 meters)
27 feet (8.2 meters)
1,525 tons surfaced, 2,415 tons; submerged (1,549/2,454 metric tons)
20 knots (37 kph)
6 Officers, 60 Enlisted
Ten 21-inch (533 mm) torpedo tubes (six bow, four stern); One 3-, 4-, or 5-inch deck gun; One anti-aircraft gun on bridge
Feb. 4, 1943 – USS *Balao* (SS 285)

Tench-class



General Characteristics, *Tench*-class
Builders: Portsmouth NSY, N.H.; Cramp Shipbuilding Co., Pa.
Power Ptant: Four diesels, two shafts
Length: 311.8 feet (95 meters)
Beam: 27.1 feet (8 meters)
Displacement: 1,570 tons surfaced; 2,415 tons submerged (1,595/2,454 metric tons)
Speed: 20 knots (37 kph)
Crew: 6 Officers, 60 Enlisted
Armament: Ten 21-inch (533 mm) torpedo tubes (six bow, four stern); One 3-, 4- or 5-inch deck gun; One anti-aircraft gun on bridge
Date Deployed: Oct. 6, 1944 – USS *Tench* (SS 417)

1941-44

Story and photos by PH2(AW) Jim Watson

NSOM



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for those involved.
R James Ransom
N 755) are not in
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"I really enjoy my crew," said Ransom, commanding officer of *Miami*. "Their integrity, professionalism and the fun they bring on board *Miami* has made this crew one of my best. We are truly like a second family here."

The submarine community has a long-standing tradition of a family environment when on board. And how could they not; the crew of a few more than 100 Sailors spends months at a time under water with less personal space than a convicted felon. They squeeze through p-ways, routinely knocking elbows with each other, and spend their free time playing cards and watching movies in a galley smaller than most peoples' living rooms. Not to mention, while deployed, they rarely get a chance to communicate with family and friends, since the submarine's mission could involve stealth operations in some of the world's most dangerous waters.

So what brings these Sailors together time and time again to be held for "ransom" by serving in one of the Navy's most arduous sea duties?

"Wasn't the money; sub pay is not all that," said Machinist Mate 3rd Class Anthony Signorella. "Here, I'm not just another number getting lost in the thick of things. I feel important and have my hands in everything that takes place on board."

"It is definitely a different lifestyle," said Electrician Technician Seaman Jason Spoonmore. "I have been here six months, and the hardest thing is not being fully qualified yet. The guys mess with me a lot, but they are always there to help me out."



CDR James Ransom takes a moment to check *Miami*'s location through the periscope as they make their way to the dive point.

Having a space to work in or a title for their position isn't what motivates the submarine community. These Sailors work hard to be called submariners and earn their basic submarine qualification. This gives them their dolphins and provides the submarine with the experienced and qualified personnel needed to fulfill their tasking.

Earning dolphins is a vital requirement to the submarine's mission as the crew becomes cross-trained in every aspect of submarine duty. The qualification, which dates back to June 13, 1923, when Capt. Ernest King suggested that a distinguished device be designated for all submariners, is now key in ensuring the crew performs like a central nervous system. Each Sailor is connected to the other, providing support and the means to become a deadly stealth machine, silently stalking its prey similar to the lions of the Serengeti.

It's not just the qualifications that make this crew tick like a well-oiled clock. There is something more, something different that can be seen in their the eyes ... a look of anticipation and confidence when underway.

They know they are confined to a small space. They stand watch on the bridge with foul weather of rain and harsh seas crashing against their faces. They monitor sonar stations for hours, staring at a screen many of us wouldn't understand. They work day and night, plotting courses, fixing meals and running power plants. They push themselves to the limits, which can put them under an enormous amount of stress and fatigue, and most would break under the circumstances. Yet, they know they are gaining something you can not put a price on. And that's just what they got from their last deployment.

Miami became the first submarine since World War II to fire its weapons in two theaters of combat. In Kosovo and Iraq, they felt *Miami's* deadly blow delivered by the *Tomahawks* she holds in her belly. The crew felt they had made a difference and weren't just out patrolling, but were doing what they had been trained for; defending our country and her interests abroad.

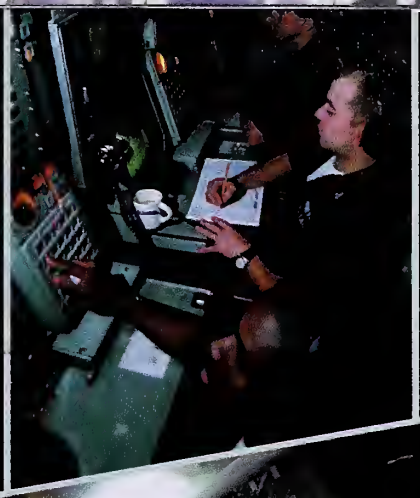
"It felt like a training exercise until the first *Tomahawk* went off," said Fire Controlman 2nd Class Craig Lawrence.



(left) Being under the ocean only comes after a rough watch on the bridge where watchstanders are sure to feel salt water splash their faces from the weather in the Atlantic Ocean as *Miami* pulls out of Groton, Conn.

(right) STS2(SS) Wyatt Trundy of Ottawa Lake, Mich., stares emotionless at the sonar screen looking for any sign of contact with other vessels. The job of sonar technician is one of the most important on the sub since they are the eyes and ears for the crew.

CREW HELD FOR RANSOM







(top) It may look like these guys are sitting back watching "The Matrix," but in reality, they are monitoring contacts in the sonar room. STS3(SS) David Arden (Center) of Orlando, Fla., resets his monitor as STS2(SS) Wyatt Trundy (bottom) notes a contact in his log and STS3(SS) David Chaharovich (top) of Thompson, Conn., rechecks his monitor.

(middle) The Atlantic Ocean can be unforgiving to a submarine as she makes her way to dive point. The crew experienced a wavy ride as they made their way to the dive point.

(bottom) Speed is the key when you have no nuclear power and have to get the diesel generators online before the sub sinks to a deadly depth. During a drill MM1(SS) Richard Huston of Montana prelubes the backup diesel generators for a snorkel drill.

CREW HELD FOR RANSOM



The Chief of the Boat MMCS(SS) Neal Russell supervises the crew as they prepare the sub to come along side a tug boat.

(right) Can't sleep? Imagine bedding down in the close quarters MM3 Anthony Signorella of Bedford, Mass., has in a rack located in the torpedo room of *Miami*.

(below) CDR James Ransom gives a brief history of the submarine community to the crew after pinning dolphins on one of his Sailors.





(right) It has been said, being the cook on a submarine is one of the most important jobs in the Navy, which makes MS3(SS) Jason McGough of Boston, a busy man as he prepares and serves dinner for more than 100 crew members.



"The boat was moving vertically up and down. Everyone was looking around because they had never done it before. It was one of the most exciting moments in our careers for many of us."

Miami's combat performance in both Iraq and Kosovo on her last deployment never could have been done without the proper preparation of her crew. Their readiness provided ample support to Operation *Joint Endeavor* and allowed the conflict to reach an ending without numerous American losses.

"*Miami* has launched almost half of all the *Tomahawks* launched by submarines during combat operations," said Ransom. "Submariners are some of the most intelligent and well-trained Sailors in the Navy. *Miami* could not have done it without them."

For their service in the Arabian Gulf and the Mediterranean, the crew of *Miami* was awarded two Navy Unit Commendations, and Ransom received the Silver Star. For most, a few medals can in no way pay the "ransom" for long months away and the arduous lifestyles these submariners lead. Nor do they truly represent their many sacrifices.

But, for these proud sailors who carrried out their mission so successfully, those awards are a testament to the training, motivation and professionalism of a truly superior crew.

Watson is a photojournalist assigned to All Hands.



ET3(SS) Nick Casale of San Diego, plots *Miami*'s course while pulling out of Groton, Conn.

Story by Anna Hatwood Leal
Photos by PH2(AW) Jim Watson

Serving Unity.



Cheers of joy echoed off every possible surface of the pier as USS *City of Corpus Christi* (SSN 705) returned home from deployment. Family members flooded through the gates; wives and children reached beyond their galloping legs to embrace the husbands and fathers who had been away for what seemed like forever. Although life on a sub can be arduous and leave many a Sailor feeling disconnected from their families and the world, no talk of that was present on this pier... Daddy was home.

The homecoming of *City of Corpus Christi* signaled the successful completion of their *UNITAS* deployment.

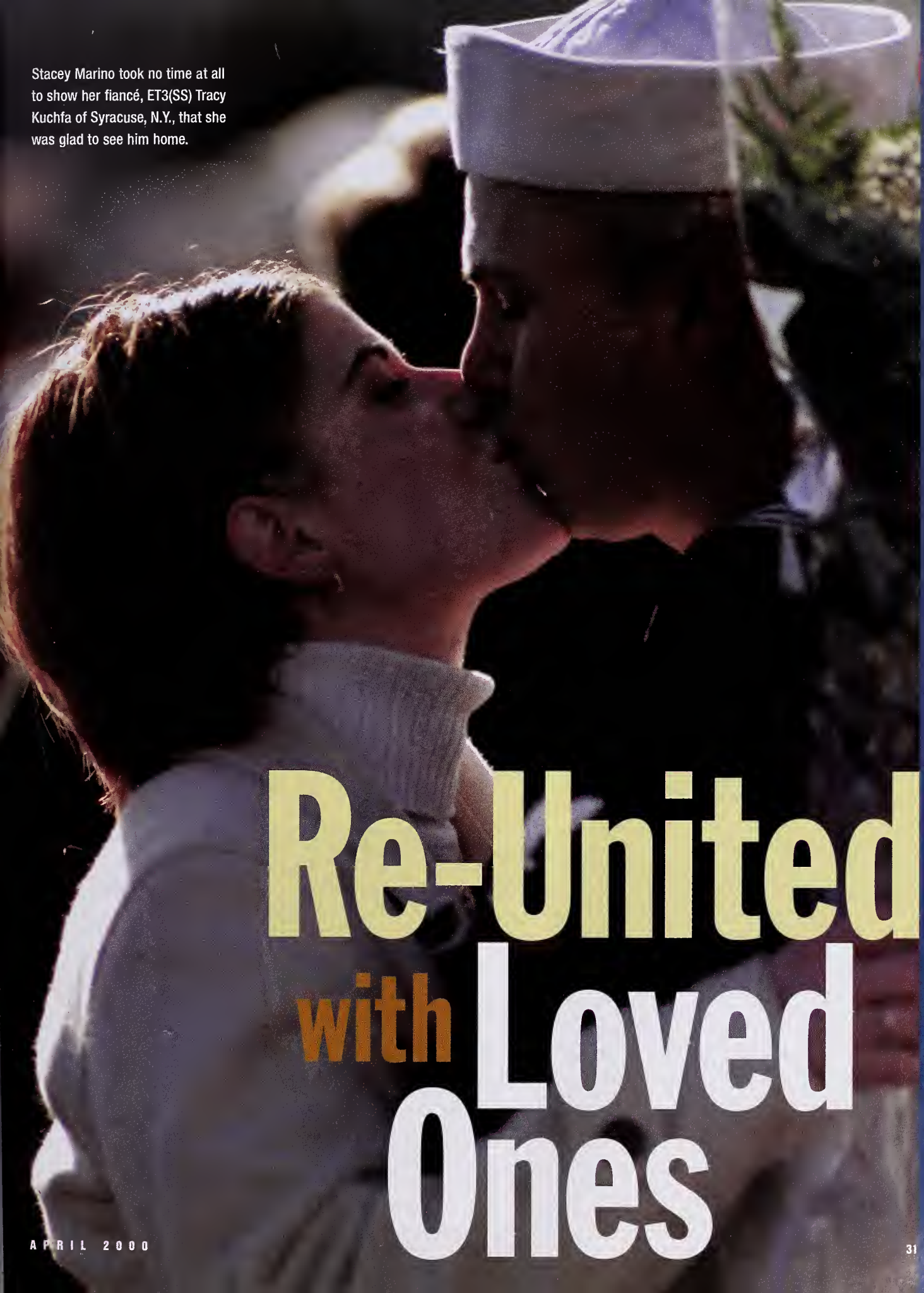


The midday sun illuminated USS *City of Corpus Christi* (SSN 705) as members of the crew stood on deck at parade rest on their return to port at Naval Submarine Base New London, Conn. Withstanding much different weather conditions than their July departure, the crew appeared to be oblivious to the chilling winds as they rode the final leg of a successful *UNITAS* deployment.

UNITAS is an annual exercise in which U.S. Navy and Marine Corps units operate with the military services of various South American countries as they circumnavigate the continent.

Meanwhile, down below in the crew's mess, most of the remainder of the crew is clustered around the screen for the video feed from the periscope, hoping to get a glimpse of friends or family anxiously waiting on the pier.

"It was a little rough to not see my kids for so long," said Electronics



Stacey Marino took no time at all to show her fiancé, ET3(SS) Tracy Kuchfa of Syracuse, N.Y., that she was glad to see him home.

Re-United with Loved Ones





(top) Jessica Marion, daughter of MMC(SS) Mike Marion of Montclair, N.J., gazes into her father's eyes rekindling their love and letting him know she is happy that daddy is home.

(bottom) Banners and signs covered the fences outside New London Submarine Base Groton, Conn., announcing the homecoming of loved ones aboard USS City of Corpus Christi (SSN 705).

Technician 1st Class (SS) George Hunt whose wife, Kristen, gave birth to a daughter, Olivia, just a little more than two weeks before the start of the deployment. "We tried to keep in contact with e-mail and a lot of mail packages with videos and pictures," said Hunt.

Joining the officers and crew in Port Canaveral for the last four days of the deployment was the Commodore of Submarine Squadron 4, CAPT Melvin G. Williams Jr. "I had the opportunity to ride USS *City of Corpus Christi* back in June," said Williams, " and I made a point to ride again now in December. The level of team spirit, pride and commitment has increased significantly during these past months and I am truly proud to have this ship with SUBRON 4."

While cruising into port on Friday, December 17, Commodore Williams awarded a Navy and Marine Corps Achievement Medal to Submarine Squadron 4 Junior Officer of the Year and USS *City of Corpus Christi* officer LT Chris Morgan.

Morgan was enthusiastic about the deployment. "*UNITAS* is all about the exposure of the U.S. Navy to countries in South America and the maintenance of military relationships," said Morgan. "Getting to drive through the Panama Canal was the most exciting part for me. Our passage through the Panama Canal was very significant because of the turnover of the canal back to Panama after U.S. ownership."

"We were the last high-value unit under U.S. protectorate to go through the Panama Canal," said USS *City of Corpus Christi* Commanding Officer, CDR Leo Goff. "It was an impressive site to navigate the canal accompanied by four Marine river assault craft, a U.S. Coast Guard cutter and a Panamanian helicopter flying overhead, along with other forces ashore."

The crew also had the opportunity to complete a humanitarian mission in a Chilean port.

"We toured an orphanage for boys that is supported by the Chilean Navy," said Executive Officer, LCDR Stan Robertson. "It was a very satisfying trip as we got to deliver medical supplies and clothing to the children of the orphanage."

Some family members had the opportunity to meet the crew as they made it on to a port call in Brazil in October.

"The statue of Christ in Rio just stands out at you," said Chief Machinist's Mate

We had the opportunity to really build esprit de corps, and do everything that makes a submarine fun.

(SS) Daniel Tidwell. "You can see it right away from the harbor and on the mountain ridge behind Sugarloaf."

Another homecoming of sorts was experienced toward the end of the deployment as the submarine visited the city of Corpus Christi, Texas.

"The whole city really made us feel welcome," said Master Chief Electrician's Mate (SS) Vinnie Grosso. "The man who threw the original commissioning party for the boat threw a welcoming party for us. He opened up his barbecue restaurant and just fed the whole crew."

Machinist's Mate 2nd Class (SS) Jeffrey Naidorf served as a tour guide for various groups while in port. "My favorite group was the sub vets," said Naidorf. "They had such interesting stories. There was a guy who was on *Thresher* and the first COB (Chief of the Boat) *Los Angeles*."

Of *UNITAS* as a whole, Goff said, "It was a great experience on two levels. It provided training on many of the things the submarine force does which includes the two important factors of endurance and agility. With more than 14 different countries participating in *UNITAS* exercises, we were required to be frequently in and out of 13 different ports with no opportunity for upkeep. That is a long time for a 17-year-old submarine, which proves we build these ships well; they can last for a long time."

UNITAS is Latin for "unity" which seemed to exemplify the deployment for USS *City of Corpus Christi*.

Goff said, "We had the opportunity to really build esprit de corps, and do everything that makes a submarine fun."

Leal writes for The Dolphin, Groton, Conn.and Watson is a photo journalist assigned to All Hands.

While crew members waited for the sub to dock, bystanders and family members got to see a greeting by none other than Santa Claus, ensuring families and friends that *City of Corpus Christi's* arrival home was the best present of all.

(bottom) After *City of Corpus Christi* was docked, the gates were opened and children and family members flooded the pier, rushing to greet their fathers, husbands, sons and brothers.





Photos and story by JO1 Robert Benson

Years Ahead

They come with IQs off the charts and ASVAB scores that number higher than their life expectancy, but that's what a 22-year-old needs to succeed when he's asked to run a nuclear power plant on a U.S. Navy warship

Gibberish. To the average "idiot," this talk is nothing more than gibberish: "Twenty k is 2R and 20k in parallel with 20k is 10k," says the man in a white lab coat, scribbling on a chalkboard as fast as he talks. Twenty-five students look on, seemingly absorbed. "To determine the voltage out we consider that the step is Vin over 3R, times one half to the N, times feedback resistance. N is equal to the number of nodes slash digits; therefore, the Vstep is equal to (Vin/3R)(1/2)n(RFB). Based on that, who knows what the step voltage is?"

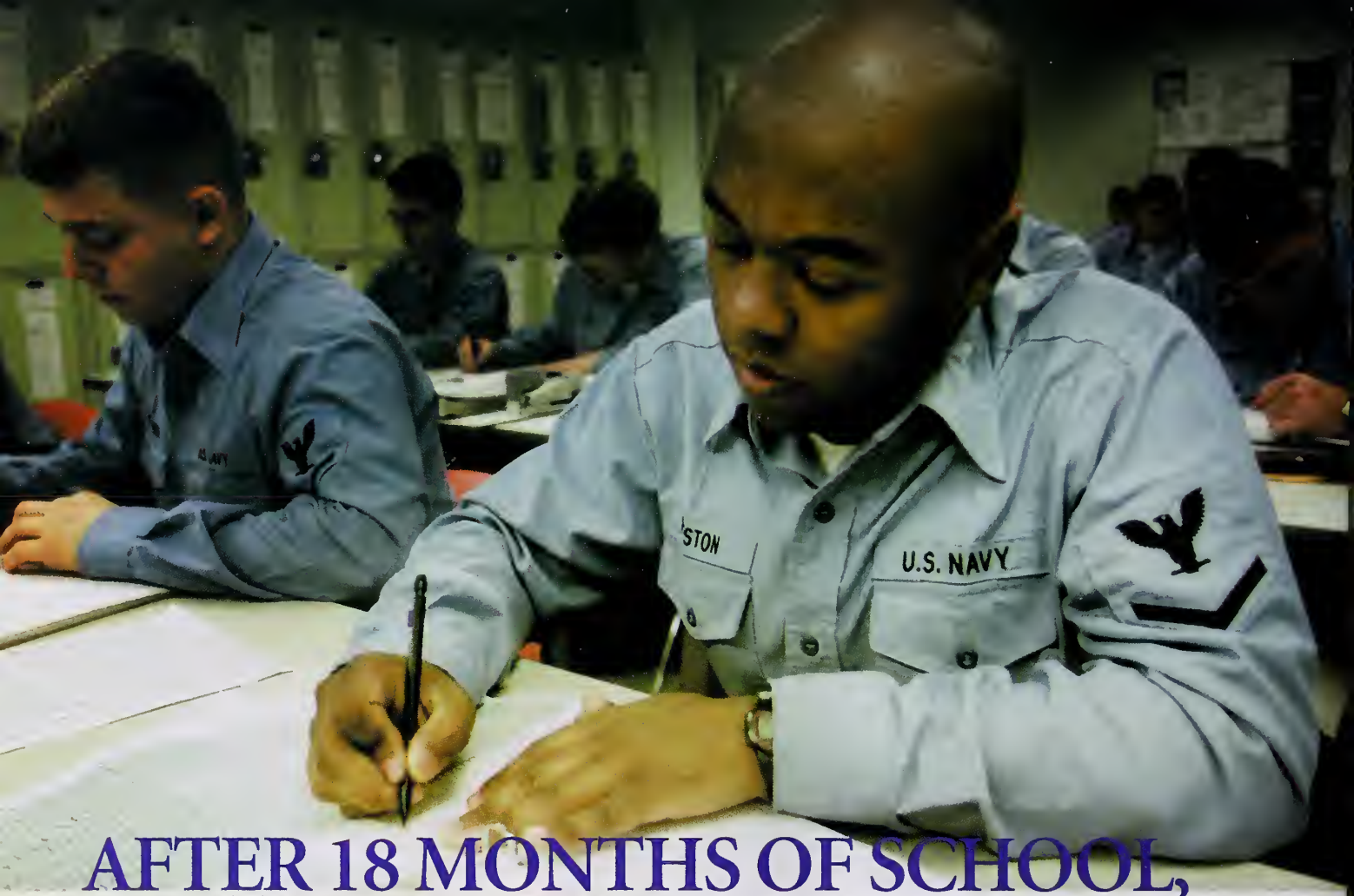
A dozen hands go up. For these young men and women – students at the Naval Nuclear Power Command, Charleston, S.C. – the gibberish is decipherable; for them, digital to analog conversion is easy. They could do it in their sleep.

But we digress. Two months earlier most of these dungaree-clad students were in high school. Many of them got satisfaction from $15 lawn mowing jobs or quarter tips on a newspaper delivery route. But now, as they scribe notes on atomic and nuclear physics, it's clear they're preparing for something monumental: an education that will teach them how to run a nuclear power plant aboard a U.S. Navy submarine or aircraft carrier.

Right: SN Rick Merman, a student at the NPPTC School, is just getting started in a Navy course that will last a year and a half. Afterwards, he will report to a carrier or submarine and be charged with the daunting task of running a nuclear power plant



APRIL 2000



AFTER 18 MONTHS OF SCHOOL, THEY ENTER THE SECRET CONFINES OF ENGINE ROOM

ABOARD SUBMARINES AND AIRCRAFT CARRIERS AROUND THE WORLD

WHAT THEY DO THERE IS NOTHING SHORT OF WHAT MANY CALL MIRACULOUS...

Yeah, they're way beyond high school math and science now.

"The weight of the digital input is accomplished by a resistance ladder that acts as a current and voltage divider," continues Electronics Technician 1st Class (SS) Charles Bushovisky – a genius in a Sailor's outfit. "Our output equation is going to be a little different. If the inputs are all zero, are these resistors in parallel?"

A seaman's hand shoots up.

BUT WAIT, WAIT! Are you sure you know the answer? Will it be your final answer? Do you want a lifeline? Maybe willing instructors in the lab after class for one-on-one help or a review program on computer available at your leisure? Before you answer, remember that this is for $60,000! You got the first question right when you answered yes to "do I want to join the Navy as a nuke?" and scored the $12,000 reenlistment bonus. But your reenlistment bonus will pay off up to 60 grand! So think hard. This is for the money!

His answer is right, of course. The students here, training to become machinist's mates, electrician's mates or electronic technicians, represent the top 10 percent of the nation's high school graduates.

"The majority of our students are 63 days removed from high school," said CAPT Bill Hicks, the school's commanding officer. "They're bright people who have never been challenged. The importance of what happens to them here is awesome. Graduates of the nuclear program make up only 3 percent of the Navy, but they fit into the top 10 percent of the Navy. I'm very proud of them!"

Hicks and his staff are especially proud, perhaps, of the top grads. Students like Machinist's Mate 3rd Class Robert Kilgore, who dumbfounded the staff with his blistering 99 ASVAB score and 3.95 grade point average, which made him the No. 1 grad in the early part of 2000. "No class in particular was tougher than the rest," said the Tulsa, Okla., native,

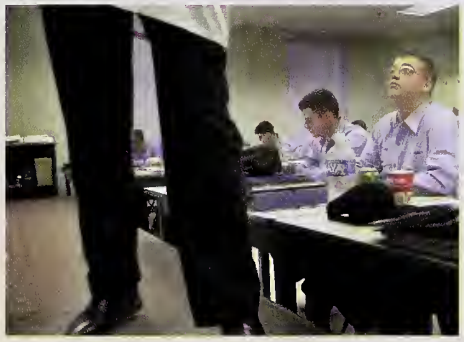
EM3 Charles Houston, from North Augusta, S.C., reviews notes during a study hall period at the U.S. Navy's Nuclear Power School in Charleston, S.C.



Atomic and Nuclear Physics, Radiation Protection Technology, Applied Thermodynamics and Heat Transfer, Power Plant Systems and a complete curriculum of other mind-challenging classes are given to students during their stay at the Charleston, S.C., school.

(left) ETC(SS) Kevin Whitt leads the way in the classroom, which is open to everyone. The course is intense, but after it's over, they will have the equivalent of an associate's degree.

(below) When you are only 10 percent of the student body you really need to work hard to stand out. But, ET3 Holly Barron makes it look easy as she calculates intense equations the curriculm provides.



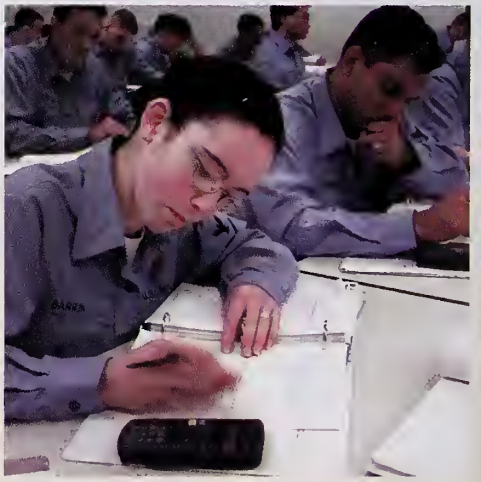


Photo by StA Rick Bloom 1st Combat Camera Squadron

"THEY'RE BRIGHT PEOPLE. . . .

THE IMPORTANCE OF WHAT HAPPENS TO THEM HERE IS AWESOME.

GRADUATES OF THE NUCLEAR PROGRAM MAKE UP ONLY 3 PERCENT OF THE NAVY, BUT THEY FIT INTO THE **TOP 10 PERCENT OF THE NAVY."**



who even compared the school to his college experience at the University of Arkansas. "The pace is really fast. Studying takes up a lot of your time. You have to put in more time here than you would at college."

Kilgore said he would go to New York to continue his nuclear training, and then report to a submarine.

Based on a student's rate (MM, EM or ET), the initial "A" school varies from 13 to 26 weeks. From there, students go to the more advanced Nuclear Power School in the same building, followed by the six-month Nuclear Prototype School. By that time, enlisted personnel have a knowledge of operation, maintenance and supervision of a naval nuclear propulsion plant.

The Charleston schoolhouse itself is brand new. Opened in 1998, it includes six barracks, a galley called the "refueling complex," an activity center, a central energy plant and a three-story, 250,000 square-foot training center. In June, the 100,000th Sailor will complete Navy nuclear propulsion training, which began more than 50 years ago with the development of USS *Nautilus* (SSN 571).

"This school is everything a Sailor could dream of," said MM3 Robert Connelly. "I was in the Marines, but then as I got a family, I started looking for other career-orientated jobs. Once I heard about this nuclear school it was a no-brainer."

Chief Electrician's Mate (SW) Michael Mills, a section advisor and former instructor at the school, said part of the attraction of the school is the challenge itself. "This school is very demanding and the pressure to do well is intense; we keep our attrition low with instructors who know their stuff dead cold and are willing to help everyone succeed.

"The best thing we have here is a dedicated staff. If someone comes to you saying they need help, how can you turn 'em down? Anyone of us will bust our butt for 'em."

Mills suggested that the school and the naval nuclear field have a certain standard they live up to. "On carriers [nuclear-trained Sailors] are relied on for just about everything. This job is an endless pursuit of perfection – a mindset. Training is a way of life in the Naval Nuclear Propulsion Program."

And it's clear the training has begun here at the Naval Nuclear Propulsion School, and electrode by electrode, node by node, resistor by resistor, the secrets of nuclear power are unfolding.

Benson is a photojournalist assigned to All Hands.

MM3 Nathan Gebhart (left) and MM3 Benjamin Sheehan take a break outside the nuclear power school. Having finished the "A" school portion of the school, both were advanced to third class petty officers. Soon they'll be eligible for a bonus that could go as high as $60,000.

Nautilus



If you never thought you would see the inside of one of the world's most feared, silent, top secret submarines, you're probably right. But, you can take a peak inside the Navy's first nuclear-powered boat, *Nautilus*, and learn about the history that has shaped submarines into one of the Navy's premier weapons platforms.

(above) A full-sized replica of David Bushnell's *Turtle* rests in the museum offering all a glimpse inside the ingenious device that led the way for today's submarine force.

(right) The United States released a stamp in 1959 commemorating the conquest of the North Polar Region. Here *Nautilus* appears alongside the dog team from ADM Robert Peary's expedition.





(left) Natilus now rests in the Thames River in Groton, Conn. Here all can see first-hand the confines of the Navy's first nuclear powered submarine.

(bottom left) A replica of a sonar station shows how technology has since increased, but the limited room Sailors have on board remains the same.

(bottom center) A cross section of the modern day *Trident* submarine hangs in the museum, displaying how our Sailors live and work while fathoms under the sea.

(bottom right) The periscope has to be one of the most fascinating aspects of the submarine community, and on board the *Nautilus*, spectators can see how it fits into the mission.



A floating museum of history and tradition

Story by PHAA Saul Ingle, photos by PH2(AW) Jim Watson

USS *Nautilus* (SSN 571) currently rests in the Thames River at the Submarine Force Museum, Groton, Conn. The historic vessel, which in 1958 became the first boat to cross under the North Pole, now serves as a floating museum and is visited by thousands annually.

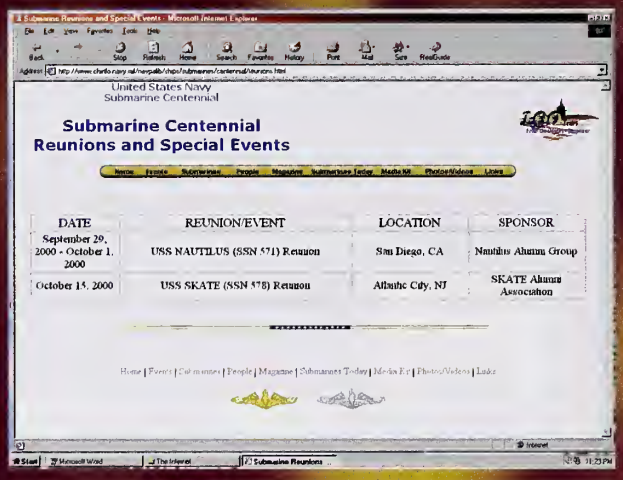
Construction on *Nautilus* began at the Electric Boat Company, Groton, Conn., in 1952. The sub was completed and commissioned two years later. During her 26 years of service, *Nautilus* broke many records for depth and endurance. In the spring of 1966, she logged her 300,000th mile underway. *Nautilus* made more than 2,500 dives and steamed more than 513,000 total miles. As technology increased, the pioneering boat was involved in many developmental testing programs while continuing to serve alongside the modern nuclear submarines of the time.

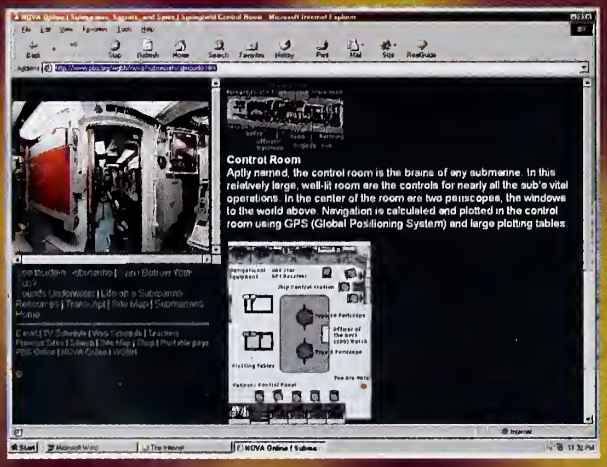
The Navy decommissioned *Nautilus* in 1980. It was then named a National Historic Landmark and Connecticut's state ship. She now serves as a permanent floating exhibit at the museum where there is a wide array of interesting submarine history, from a full-sized replica of David Bushnell's "Turtle" to a cross section of a modern day *Trident* sub.

The Submarine Force Museum is open year round and admission is free. For more information, visit their website at www.ussnautilus.org or call 1-800-343-0079.

CyberSailor

Dive Deep in the





Well, if you've gotten this far in the magazine, you must have realized that Sailors of the "Silent Service" are celebrating 100 years of life beneath the waves. And if you've gotten this far in the 21st century, you've probably already guessed that there must be web sites celebrating their service.

To find the best, point your browser to the Navy's homepage at www.navy.mil, and punch the "Submarine Centennial" link to join the party. There you'll find as much information about the history, traditions, technologies and Sailors of the sub force as you can get, short of earning your dolphins aboard *Ohio* (or reading a Tom Clancy novel).

As you arrive you'll be greeted with a dive klaxon, as well as links to everything from virtual tours of submarines, to a list of centennial events.

Want to know more about the history of the submarine? You'll find it here, in any one of the six history links listed.

Here's something I was surprised to read: While the U.S. Navy's official involvement with subs may go back to 1900, the first record of an armed force using a submersible occurred earlier — as much as 2,200 years earlier, in fact. That's when legend says Alexander the Great earned his dolphins in a glass "barrel" during operations against Tyre.

More modern records of submariners' exploits are highlighted as well, through a link titled appropriately enough, "Submarines today." There you'll find what our modern force is busy doing right now around the world. You'll also find powerful justification for the nation's continued need for both the submarine force and new submarine designs in the aftermath of the Cold War under the link titled "Why we need submarines" **www.chinfo.navy.mil/navpalib/ships/submarines/centennial/whysubs/whysubs.htm.**

Presented as food for thought are the facts that:

The appearance of commercial websites in All Hands *does not imply endorsement by the Departments of the Navy or Defense.*

- Submarines make up about 30 percent of our major combatants, but use only 9 percent of the people and 12 percent of the budget;

Web

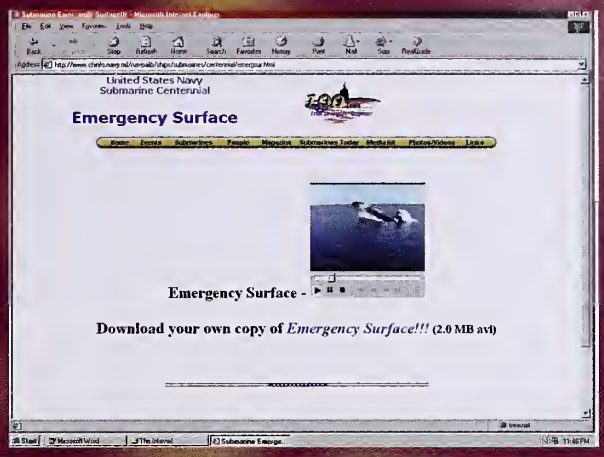
- Have fuel for the life of the ship built into the nuclear reactor core;
- Require no at-sea logistics train, no protective escorts and little support infrastructure ashore and;
- Are arguably the most efficient ships in the Navy, based on their ability to deliver devastating firepower while putting the fewest U.S. service members in harm's way." Also included is a slideshow **www.chinfo.navy.mil/navpalib/ships/submarines/centennial/whysubs/index.htm** you can download for viewing later, or you can page through it online.

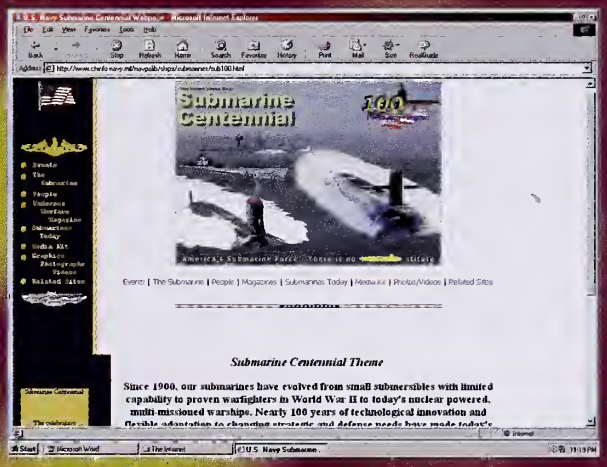
If you're a non-submariner but would like the chance to see how they live, the site provides links to a list of 23 submarine museums across America at **www.chinfo.navy.mil/navpalib/ships/submarines/centennial/museum.html**. Most of the museums are based aboard decommissioned subs that have been restored and maintained for public display. The Navy's first nuclear-powered vessel USS *Nautilus* (SSN 571), is there, as well as a number of World War II-era boats.

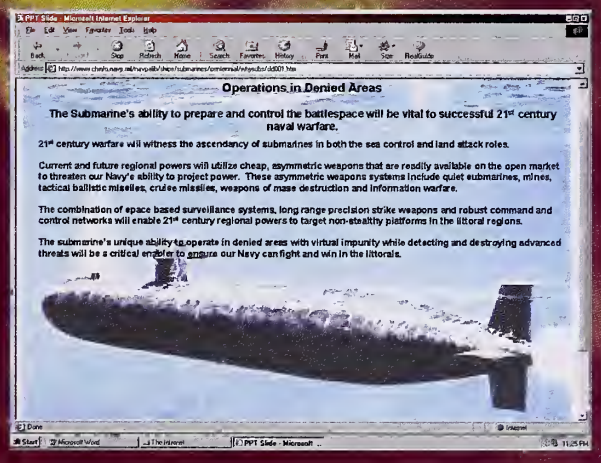
If you just can't make it to one of the museums, the centennial site offers alternatives. Clicking on the link titles "Graphics, Photos and Videos" will take you to a page where you can watch a video clip of a *Trident* missile launch and an emergency surfacing **www.chinfo.navy.mil/navpalib/ships/submarines/centennial/emergsur.html**. You'll also find links to 360-degree virtual tours aboard *Nautilus* and *Springfield* **www.pbs.org/wgbh/nova/subsecrets/spriconlo.html**, courtesy of the Public Broadcasting System (PBS). After watching the videos and viewing the photos, click on the "People" link to relive life aboard submarines as told by the Sailors who've lived it.

With 100 years of pride in excellence to share with the world through the website, submariners aren't quite living up to their reputation for silence. But don't expect the celebration to get in the way of the job at hand — there's work to be done and a tradition to uphold. It won't be long before submariners again slip beneath the waves, in search of excellence in defense of the nation.

Cyber Sailor







Cyber Diver

Eye on the Fleet

EYE ON THE FLEET is a monthly photo feature sponsored by the Chief of Information Navy Visual News Service. We are looking for HIGH IMPACT, quality photography from SAILORS in the fleet to showcase the American Sailor in ACTION.



TEARFUL GOODBYE

AN Rubin Rivera and his wife say farewell before the guided-missile cruiser USS *Lake Champlain* (CG 57) departs on a six-month deployment to the Western Pacific and Indian Ocean.

Photo by PH1 Chuck Cavanaugh

AKAN Luke Anderson of St. Joseph, Mont., puts the finishing touches onto a vertical replenishment at sea (VERTREP) pendant aboard USS *Dwight D. Eisenhower* (CVN 69) while conducting an ammunition onload. *Eisenhower* was operating in the Atlantic Ocean in support of *Joint Task Force Exercises* (JTFX) in preparation for an upcoming six-month deployment to the Mediterranean Ocean.

Photo by PHAN Justin K. Thomas

ALL TIED UP





IN THE SHADOWS

BMSN Richard A. Weidman III from State College, Pa., watches as supplies from USNS *Mount Baker* (AOE 34) are brought over via helicopter during a vertical replenishment at sea (VERTREP) while operating in the Atlantic Ocean supporting *Joint Task Force Exercises* (JTFX).

Photo by PHAN David E. Carter II

EN3 Conaway, assigned to the Reactor Department on board USS *John C. Stennis* (CVN 74) stands at parade rest in the man-the-rails formation as the aircraft carrier pulls away from the pier to begin a six-month deployment to the Western Pacific.

Photo by PH3 William C. Rowlett

UNDERWAY





HANGIN' IN THERE

Two search-and-rescue swimmers attached to Naval Air Station Jacksonville demonstrate 15-foot jumps from an SH-60B *Seahawk* helicopter during the Jacksonville Air and Sea Spectacular in Jacksonville, Fla.

Photo by PH3 Tesra R. McCoy

To be considered, forward your images with full credit and cutline information, including: full name, rank and duty station. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date.

Commands with digital photo capability can send attached .jpg files to: navynewsphoto@hq.navy.mil.

Mail your submissions to:
NAVY NEWS PHOTO DIVISION
NAVAL MEDIA CENTER,
2713 MITSCHER RD., S.W.
WASHINGTON, D.C. 20373-5819



Are Your Eyes on the Fleet?

Any Day in the Navy 2000

All Hands **wants quality photographs that capture Sailors, Marines, Navy civilians, Naval Reservists and their family members at work and at play, performing those daily tasks that contribute to mission accomplishment. The shoot has been extended to encompass an entire week to allow commands more flexibility. Selected photos will be published in the October 2000 issue of *All Hands*.**

Photos taken should reflect the diversity of both people and capabilities in the U.S. Navy and must be shot during the week of Sunday, May 21 through Saturday, May 27, 2000. Photos depicting safety or uniform violations will not be considered. The best shots tend to be candid and unrehearsed, displaying the imagination and creativity of the photographer. All submissions must include full credit information (see below). Captions must be attached individually to each photo or slide. To be considered, photos must be received at *All Hands* by July 5, 2000. Photos will not be returned. Submit processed and mounted color slides, or quality color prints, either 5"x7" or 8"x10". Digital images will also be accepted with a minimum pixel size of 2,000 x 1,200 (approximately 5"x7" at 300 dpi). Digital images can be submitted on a Zip disk with cutlines and photo credits embedded. Zip disks will not be returned. Commands with digital photo capability can send attached .jpg files to Chief of Information Navy News Photo Division at navynewsphoto@hq.navy.mil. The subject line for all such submissions should read: Any Day Submissions.

Mail submissions to: Naval Media Center, ATTN: Photo Editor, NDW, Anacostia Annex, 2713 Mitscher Rd., S.W. Washington, D.C. 20373-5819
Be sure to mark all packages as *"Any Day Submissions"*

PHOTOCOPY THIS FORM & ATTACH TO PHOTOGRAPH

Name: _____ Rank: _____

Duty station (including mailing address & phone number): _____

Where was the photo shot: _____

Caption (what is happening in the photo): _____

Person(s) pictured (including first/last names, ranks/rates, wartare designations & hometowns): _____

_____

The Key to Time

By JOCS(AW) Dave Desilets

With the adjustment from daylight savings time this month, most of us will lose a precious hour of sleep. If you are like me, this is important to you.

Unless you are stationed in Great Britain, Japan or someplace where they don't observe daylight savings time, you will be a little less bushy-tailed come Sunday morning. Many a chaplain will hear from their congregation later that day or during the following week in passing *"I meant to be there for mass Father, but I forgot to set my clock forward. Beguiled by the devil, I was."*

Those of you deployed or at sea will also experience a loss of sleep due not to heavy rolls, close quarters or catapult launches, but yes, thanks to daylight savings time. Even on board subs that normally may not see the light of day, you too will save some of that brightness by advancing your chronometers before your next portcall.



Of course, the keeping of time is purely a human function. Setting appointments and schedules constrained to the ever-hectic ticking away of atomic-measured seconds is all our own doing and not that of nature or a higher being.

However, we all have internal body clocks whose time is kept by a different measure. If I asked myself, "What time it is now?" my clock might read that it was time to get something to drink. Such is true time.

I have two Yorkshire terriers with very routine body clocks. With (or without) their ties to the mother country, they won't be observing daylight savings time. Instead of scratching at my head with a weak cry to go outside at five in the morning, they will let me sleep until six a.m. — one small solace in my loss of shut eye.

Then again, just closing my eyes on that dreaded Saturday night could be a real problem. The mere thought of losing sleep could actually prevent me from drifting into a slumber as I lie awake frustrated over the anticipated deprivation. That, or my wife's snoring could prevent my lids from locking.

Maybe I shouldn't make so much of it. Afterall, it's just a man-made hour. I could always go to bed earlier, except the dogs will want to go out per their predictable bodily functions.

What will you do come April 2? Will you be a slave to time and pets, adjust your bedside tickers and lose that hour of sleep? Or will you listen to your body clocks and snooze until you are contently rested? For the record, I can't go so far as to suggest missing church. That's between you and a higher timekeeper.

If nothing else, maybe my ramblings have allowed you to doze now in anticipation of your loss. If so, *wake up!* ◆

10Xteaser

We are taking a new *direction* with this tool we use. Can you identify this equipment?

Photo by PH2 Aaron Ansarov

Last Month's answer:





Last month we ran a photo of ammunition, commonly used by Combat craftsmen of Special Boat Unit 22. Here they spray a mock enemy with a barrage of live gunfire from M-60 machine guns.

Photo by JO1 Robert Benson

Go to our website at www.mediacen.navy.mil or wait for next month's inside back cover to learn the answer...


0735: USS MIAMI
-somewhere in the Atlantic Ocean-
FOUR hours on watch,
SEVEN contacts sighted,
TWENTY-ONE days out to sea...
SIX COLLEGE CREDITS EARNED.
Find your degree in the
NAVY
NCP
THE NAVY COLLEGE PROGRAM
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check out www.navycollege.navy.mil

All HANDS

MAGAZINE OF THE U.S. NAVY MAY 2000

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GAS STATIONS AT SEA

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All Hands

Number 997

Features

12 Navigating Cultural Change
Leadership is reworking the inter-deployment training cycle, and profound changes are afoot. *All Hands* looks at new shipboard quality-of-life initiatives.

18 Should I Stay or Should I Go?
Sailors from USS *Bataan's* (LHD 5) Amphibious Ready Group aren't just singing the song made popular by "The Clash." They're exploring their options to remain in the Navy.

22 Fuel Stations at Sea
Who said full-service fillups don't exist? These Sailors do it anytime, day or night, rain or shine, choppy or calm seas. They provide sustenance for ship and crew and then move on. They are the highly choreographed oiler crews of the U.S. Navy.

28 They're at Their Best When They're Falling Down
Do they jump for joy or for the thrills? Whenever you see them, they're always at the end of their tether. The Navy's Leap Frogs head toward earth at a speed of about 120 mph and will land with an impact that will leave your heart in your throat.



Photo by PHAA Saul Ingle

All Hands

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U OF F LIBRARY

36 The Rush Hour Routine
The recruits at Naval Training Center, Great Lakes, Ill., are faced with many things in their early hours at Boot Camp. They get new clothes, a new roof over their head and a check-up at one of the busiest Branch Medical and Dental clinics in the Navy.



Photo by PH2 (AW) Jim Watson

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On the Front Cover

On board USS *Arctic* (AOE 8), SA Quyana Franklin of Newark, N.J., stands ready to communicate through the sound-powered phone to any ship needing a gas station at sea pit stop.

Photo by PH2(AW) Jim Watson
Illustration by Seth H. Sirbaugh

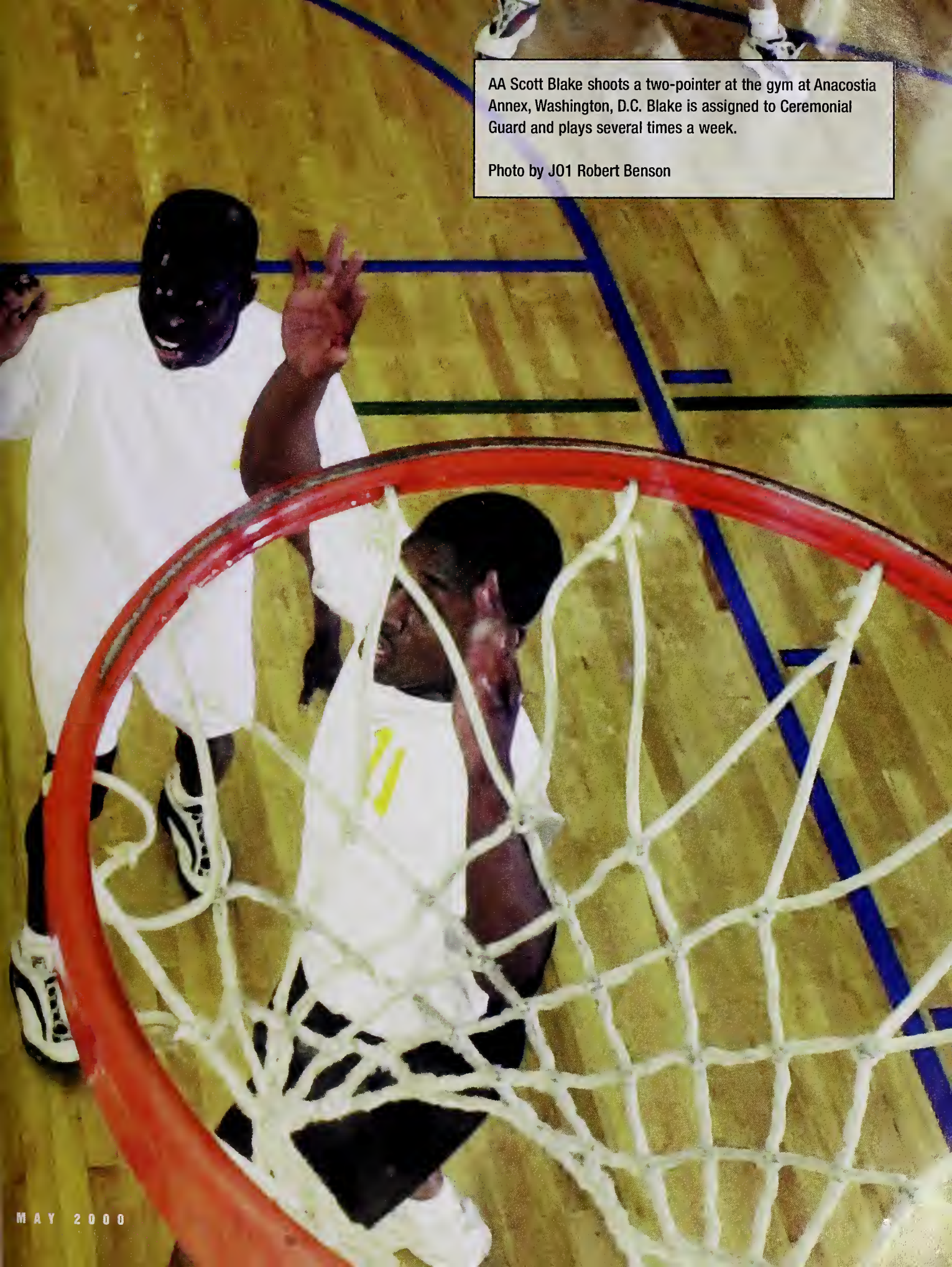
Next month

All Hands **goes on the prowl in the skies and reflects on the Battle of Midway.**

Check us out Online at:
www.mediacen.navy.mil

Hoop Dreams



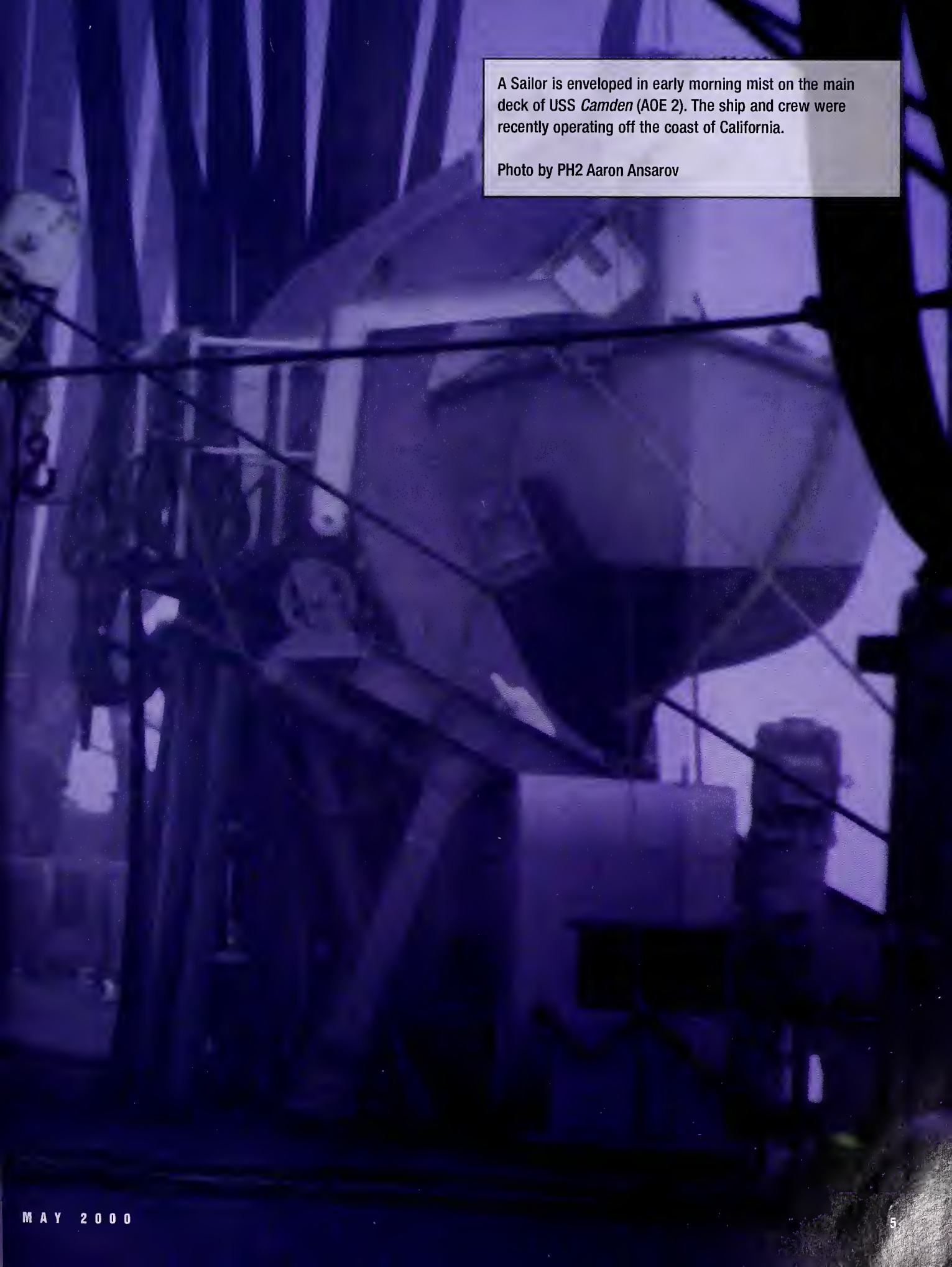


AA Scott Blake shoots a two-pointer at the gym at Anacostia Annex, Washington, D.C. Blake is assigned to Ceremonial Guard and plays several times a week.

Photo by JO1 Robert Benson

Moment's Peace





A Sailor is enveloped in early morning mist on the main deck of USS *Camden* (AOE 2). The ship and crew were recently operating off the coast of California.

Photo by PH2 Aaron Ansarov

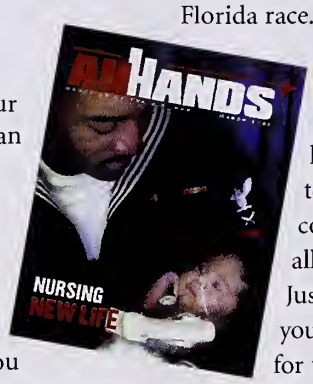
Around the Fleet

Editor,

I wrote last year to congratulate you on your excellent magazine. The publication continues to be an interesting and enjoyable piece to read. The photos and layout are very professional, keep up the great work. My hat is off to PH2 Watson on his touching article on premature babies. It warms the heart to see the medical profession doing all they can to preserve life.

CDR Rick Ramirez
Executive Officer, SWATS

Editor,



I was reading your article on Ironman in the February issue. I think it is great that the sport of Triathlon is being so highly recognized. As you know, triathlons are very popular among military personnel, no matter what their service.

I also wanted to let you know that this past November, nine midshipman from the U.S. Naval Academy went down to Panama City, Fla., and competed in the Ironman Florida race. It was the first time the Naval Academy Triathlon Team has sent anybody to an Ironman competition, and all of them finished. Just wanted to let you know. Thanks for the great article.

MIDN 1/C Thomas O'Donnell
Co-Captain, Navy Triathlon Team U.S. Naval Academy

Oops Dept.

January 2000

Page 31 – There *is* a Naval and Marine Corps Reserve Center in Tacoma, Wash.

February 2000

Page 5 — In "Saving Private Ryan," the part of Army Capt. John Miller was played by Tom Hanks. Navy CAPT Bernard J. McCullogh III is USS *Normandy*'s (CG 60) commanding officer.

Thanks to CAPT E.W. Quesenberry, NC1 Rosario Nieves and Mel Garman.

Page 37 — The web site for Armed Services YMCA should be **www.ASYMCA.org** .

BY THE Numbers

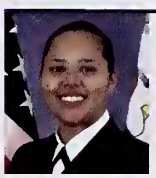
150,000
The amount of money the Navy saved by using the "amalgatron" to recycle dental wastewater. **(See story Page 10)**

300
The number of programs and inspections that have been looked at by the Fleet Review Board during the last 18 months. **(See story Page 12)**

15
The number of Navy Seals that make up the Leap Frogs. **(See story Page 28)**

56,000
The number of recruits projected to come through the doors of the Medical Clinic at Great Lakes, Ill., this year. **(See story Page 36)**

SHIPMATES



Aviation Machinist's Mate 3rd Class Courtney E. Pilgrim from Monticello, N.Y., was selected as the 1999 Junior Sailor of the Year for Patrol Squadron (VP) 45, NAS Jacksonville, Fla. Pilgrim is assigned as an aircraft maintenance technician in the power plants division, and is qualified as a plane handler and ground operator of the P-3C *Orion*.



Fire Chief Dean A. Rogers of Naval Security Group Activity Sabana Seca, Puerto Rico, saved the life of a man who had been hit by a car while crossing a local highway. After witnessing the accident, Rogers quickly worked to clear the victim's airway and stop severe bleeding until paramedics arrived at the rural area 45 minutes later. Rogers has been a DOD firefighter for more than 15 years.



Air Traffic Controlman 1st Class (AW/SW) Earl Drey, a native of Herrick, S.D., was selected as Naval Air Station Fallon's 1999 Sailor of the Year. Drey advanced to AC1 in just six years of service, and is in charge of a seven-person team in the radar room; responsible for approach control, final control and desert control. Drey is also the Safety Division Petty Officer and finds time to volunteer in the Partners in Education program



Hospital Corpsman 1st Class (AW) James F. Alexander was selected as Senior Sailor of the Year for 1999, Naval Hospital Bremerton, Wash. As leading petty officer of the outpatient pharmacy, he proficiently managed the Returned Goods Program saving the fleet and his command more than $350,000. He was also the driving force behind the establishment of a pharmacy National Certification Program.

Make Your Vote Count — State Primaries are Happening NOW!

The bulk of state primary elections for federal and state officials are now taking place. Although many Sailors and their families are assigned far from their home of record, they are still able to exercise their right to vote using absentee ballots and the Navy's Voting Assistance Program.

The Voting Assistance Guide and your command Voting Assistance Officer (VAO) can assist you in registering and requesting a ballot using the Federal Post Card Application (FPCA) Standard Form 76 which you complete and send to your local voting jurisdiction.

Postage is not required if you mail the application from within the United States, an FPO or APO mail facility, or a U.S. Embassy or Consulate.

The best time to apply for an absentee ballot is 30 to 45 days before an election. In most states, ballots are mailed to voters 20 days before an election. For the dates of your state's primary, see NAVADMIN 028/00 or visit the Navy Voting Assistance Program web site at **www.persnet.navy.mil/pers66/nvap** .

For more information, see your command VAO.

For questions that can't be answered by your local VAO, contact the Navy Voting Action Officer at Navy Personnel Command on the toll-free Navy Voter Hotline, 1-800-368-5056 in CONUS (except Tennessee). In Tennessee and overseas, to include Alaska, Hawaii, Puerto Rico and the Virgin Islands, call DSN 882-4369/(901) 874-4369, Monday through Friday, 8 a.m. to 4:30 p.m., CST.

Story by ENS Kim Brasel, public affairs office, Chief of Naval Personnel

Master Chief Petty Officer of the Navy
MMCM (SS/SW/AW) Jim Herdt



Photo by JO1 Robert Benson

Speaking with Sailors

These questions are from All Hands calls during the MCPON's recent visit to Roosevelt Roads, Puerto Rico.

Q: Why can't we have the CAP program at shore installations?

A: I consider it one of my main responsibilities to keep promotions at an optimum level for Sailors. Expanding the Command Advancement Program (CAP) to ashore commands accomplishes the exact opposite. Sailors who get promoted from the CAP program are top-notch Sailors, but the majority of the time they are in a rating that is already overmanned. That's why it was hard for them to get promoted in the first place.

My goal to accomplish this is to make the playing field as even as possible for Sailors when it comes to promotion. The largest single retention factor is advancement. Our promotion system advances to vacancies, and a shore CAP program would significantly throw off advancement reliability.

The biggest key to advancement up through first class petty officer is to be as prepared as possible for the advancement exam. Accomplishing this puts you ahead of 80 percent of your peers right off the top. There is, and always will be, the exception, but overall the Navy's advancement system is the fairest system on the street.

Q: Why is the pay raise in the Pay Table Reform so varied?

A: A common misunderstanding is this reform is viewed as an across-the-board pay raise. While there will be a pay increase for most Sailors, the intent of this reform is to restructure the existing pay tables.

We've been operating under our current pay table since the 1950s, and the restructuring is long overdue. We've designed the new pay chart to reward Sailors for advancing, instead of longevity in pay grade. The pay grades receiving the largest pay increases are the ones that have been the most out of proportion for several years now.

> **"Congress heard us loud & clear last year when we called for addressing service members' pay."**

It's not a fix-all solution to the pay structure, but it's certainly a great first step in the right direction. Our representatives in Congress heard us loud and clear last year when we called for addressing service members' pay. Now we must continue moving forward to close the pay gap between us and our civilian counterparts. We can never pay service members what they're truly worth, but we must continue to look for optional ways to appropriately compensate them.

Speaking with Sailors **is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.**

Mandatory Travel Card Date Extended to May 1

Service members and DOD civilians now have until May 1 before use of the government travel credit card is mandatory, DOD officials said March 3. DOD is one of a number of agencies given two extra months to implement the program, said Nelson Toye, DOD's deputy chief financial officer.

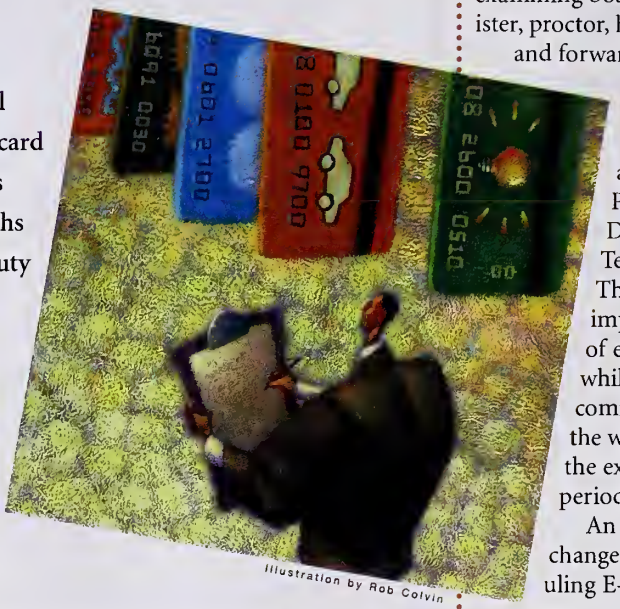


Illustration by Rob Colvin

William J. Lynn, undersecretary of defense (comptroller), signed the memorandum announcing the extension March 1.

"Within DOD, the primary reason for the delay is that we were so late receiving the guidance," Toye said. "Our components came back to us and asked for an extension. When we applied to the General Services Administration, they were willing to grant us the extension."

Toye said that GSA officials made it clear there "would be no more extensions."

Toye's guidance in the meantime to DOD finance officials is to implement the travel card program to the extent possible. He said the extension does not mean Congress is rethinking the policy. It has just taken longer than expected for government agencies to work out the details.

DOD issued new policies in mid-February to implement travel card requirements in an amendment to the Federal Travel Regulation published by the GSA in the Jan. 19 Federal Register. The amendment implements requirements in the Travel and Transportation Reform Act of 1998.

The DOD began using travel cards in 1983 to pay for lodging, transportation, rental cars and other allowable expenses. The current contractor is Bank of America VISA.For more information on DOD's travel card program, visit the Defense Finance and Accounting Service web site at **www.dfas.mil** or the Bank of America site at **www.bankofamerica.com/government.**

Story by Jim Garamone, American Forces Press Service.

Enlisted Advancement System Changes Announced

Changes have been made to the Navy Enlisted Advancement System (NEAS) to further enhance the Navy's future by streamlining the process for the advancement and promotion of Sailors.

In announcing these changes, VADM Norb Ryan Jr., Chief of Naval Personnel, stated his commitment to continue supporting all efforts to improve Sailors' opportunities for advancement.

"These changes will insure the advancement system continues to properly prepare Sailors for advancement, and help to promote the best-qualified candidates while reducing unnecessary administrative requirements," said Ryan.

As noted in NAVADMIN 42/00, several timesaving changes are now effective.

With the advent of Watchstation Personal Qualification Standards and improved shipboard training programs, Personal Advancement Requirements (PARS) have been eliminated for advancement exam eligibility. This saves a significant amount of time for Sailors preparing for the exam and eliminates the effort spent to update and verify PARS completion in the Sailor's service record.

In addition to PARS, Training Manuals (TRAMANs) and Non-Resident Training Courses (NRTCs) are no longer required for advancement exam eligibility. TRAMANs or NRTCs are still available and their completion is essential to support advancement opportunities for Sailors. This also saves time for Sailors and reduces the time spent by educational service officers to verify course completion when ordering exams.

Another change to NEAS allows chief petty officers and above to serve on local examining boards to administer, proctor, handle, destroy and forward advancement exam returns to the Naval Education and Training Professional Development and Technology Center. This expedites and improves accuracy of exam returns while allowing commands to spread the workload during the exam-processing period.

An additional NEAS change includes rescheduling E-4, E-5 and E-6 exams on the first three Tuesdays, respectively, in March and September, with seven days between each exam. Previously, all three exams were administered within an eight-day period, allowing little time for proper preparation between exams. This change will result in fewer exam discrepancies and faster exam processing.

The last change allows automatic advancement for E-3s after the minimum time in rate at E-2 is met and the candidate has a favorable recommendation for advancement on their most recent evaluation.

The requirement to route a special request chit through the commanding officer and the local Personnel Support Detachment, is eliminated.

More details regarding the changes to can be found in NAVADMIN 42/00, and the BUPERS web site **www.bupers.navy.mil/.**

Story by Lynette S. Williams, CNP public affairs.

On assignment



Photo by JO1 Robert Benson

"Having a job where you jump out of airplanes up to eight times a day is pretty cool," said PHAA Saul Ingle, whose first *All Hands* assignment was to Key West, Fla., for the story "Falling Down." (See story Page 28) "As an airman, I feel lucky to have the privilege of photographing our Navy in action around the world and showing other junior Sailors like myself the exciting things that happen," Ingle added.

Chipping & Painting Will Never Be the Same

Chipping and painting was considered one of the main duties and messiest tasks of the Navy since barnacles first had to be scraped from hulls of wooden ships. Now there is a much brighter future for Sailors with the use of a new "Powder Coat" process at the Light Industrial Facility (LIFAC) in Newport News, Va.

The Naval Sea Systems Command (NAVSEA) has invested $500,000 to get this process up and running for the fleet. The new painting process is accomplished with a static charge followed by spraying on a powder coat. The object goes into a "giant kiln" for 10 minutes at 375 degrees to cook until the paint cures. The paint sticks to the metal electro-statically and finishes to a ceramic coating.

According to USS *Nimitz* (CVN 68) Sailor, Aviation Structural Mechanic 3rd Class Sean Graham, "The paint adheres better, is more durable, is cheaper to maintain and produces less hazardous material." *Nimitz* is the first carrier to use the new process.

Aviation Support Equipment Technician 3rd Class Marvin Molina has been at LIFAC for seven months now and enjoys using this new painting process. "We painted non-water tight doors, ready room chairs, lights, sun shields and anything else we're tasked with," said Molina. After priming an item on the first day, he lets it dry and then paints it on the next day.

The new paint also lasts much longer. Items painted the old-fashioned way would usually chip and have to be repainted.

Story by JO2 Todd Hack, public affairs office, USS Nimitz *(CVN 68)*

Vacations Now Available Online for $209

"Cheap" and "vacation" don't often go together, but the Armed Forces Vacation Club manages the feat.

The club offers active-duty and Reserve military I.D. cardholders, military retirees and DOD civilians vacations in resorts around the world for as little as $209 per week.

Go to the club's web site at www.afvclub.com to book a $209 vacation, selecting from a list of various destinations. Then call the club's toll-free number, 1-800-724-9988. Give the vacation counselor your name, the number of people traveling with you, your service and your installation. Be prepared to give at least three choices of places you want to go along with dates requested and have a credit card handy.

Overseas personnel can contact the club phone number by using a "call back service" or "call back card" offered by various telecommunications companies. Basically, you buy or pre-pay for the service, dial the phone number, listen for a ring or two and hang up. You receive a call back soon after that completes the connection. The overseas caller pays for the call, and the rates vary.

Check the web site often. The $209 vacations depend on availability, which changes daily.

Change in Joint Federal Travel Regulations

Sailors stationed overseas who need to go home on emergency leave have one less worry on their minds, thanks to a change in the Joint Federal Travel Regulations (JFTR).

The JFTR now allows the cost of emergency leave transportation to a CONUS international airport nearest the location from which a member/family members departs to be used as a cost limit for transportation to any other airport in CONUS that is closer to the member's desired destination.

For example, if a Sailor on emergency leave has to fly from Rome to New York but wants to go all the way to Chicago, he now can apply the cost of the trip to New York (the Navy's share of the flight) against the cost of his ticket to Chicago, provided he can find alternate transportation that doesn't cost more than his trip to New York. If the cost of a Rome to Chicago ticket were to be less than Rome

TIME CAPSULE

This months' *All Hands* celebrates the first Armed Forces Day (1950), looks back at the beginnings of our high-tech Navy courtesy of RADM Grace Hopper (1975), and the surface ship safety team implementation of 1990.



50 years ago — May 1950
We looked at how the first Armed Forces Day, May 20, 1950, was being celebrated. Parades were everywhere, most Navy ships held an open house and President Harry S. Truman planned to address the nation.

25 years ago — May 1975
All Hands ran a feature on a 68-year old Navy Captain Grace Murray Hopper (1907-1992). Known for her work in data processing, she developed the system that COBOL programming language was later based upon. Her knowledge was so necessary to the Navy, Hopper was recalled to active duty in 1967, at age 60, to work as director of programming languages for the office of the CNO. In 1985, she was promoted to RADM Hopper.

10 years ago — May 1990
We printed "Safety at Sea" to spotlight the work of the special surface ship safety team implemented following the 1989 disaster aboard USS *Iowa* (BB 61). Also, the Soviet equivalent of our chairman of the House Armed Services Committee toured ships and Marine Corps installations in the San Diego area.

Navy Dentistry Takes Bite Out of Pollution

Mercury in dental wastewater can be an environmental safety problem. Fortunately, Navy researchers have patented a system that can remove up to 99 percent of mercury from wastewater. The system is reliable, easy to operate and saved $150,000 in one year at the large Navy dental facility where it was field-tested.

Formally known as the "Method and System for Removing Mercury from Dental Wastewater," the unit was invented at Naval Dental Research Institute (NDRI), Bethesda, Md., and tested at a Norfolk Navy dental clinic. It's the brainchild of now retired Navy dentists CAPT Stephen A. Ralls, CAPT William C. Roddy and biologist Ernest Pederson.

"The local sanitary district found high levels of mercury in wastewater samples taken downstream from the base," said Ralls. "The district told the clinic to reduce the mercury or be shut down."

The clinic searched for solutions, but found all of them too expensive or unworkable. The sanitary district shut off the sewer line. To stay open, the clinic stored its wastewater from dental chairs in 55-gallon drums. The cost to properly dispose of the drums amounted to nearly $150,000 annually.

"It was about that time that we heard about the problem," said Ralls. He and Roddy, along with Pederson, worked to find a solution, and one day observed that if they let the wastewater set overnight, the mercury debris would fall out by morning. An idea was born.

"We bought off-the-shelf parts, and put together a prototype for about $1,500," said Rails. "We put it in the back of a pickup truck one Friday afternoon and drove it to the clinic." The two installed it during a weekend and were back at the institute in Bethesda in time for work on Monday.

Nicknamed "the amalgatron" by its inventors, the unit is a settling tank about the size of a home water heater and contains internal filtering devices that sieve out amalgam. Amalgam is the alloys of mercury and silver from fillings. Wastewater suctioned during dental procedures goes into the tank at the end of each day and sits overnight. Debris travels through a long sedimentation column to settle on the bottom of the tank. Clear water is decanted off the top and released into local sanitary sewers. Amalgam particles are recycled.

"We were called 'the village idiots' for wanting to try something as simplistic as letting the mercury settle overnight," said Roddy.

Their prototype has operated successfully for more than four years and is now patented.

For more information, contact the Marketing Director, Office of Technology Transfer, Naval Medical Research Center, 8901 Wisconsin Ave., Bethesda, Md. 20889-5607.

Story by Navy Environmental, Safety & Occupational Health Program.

INNOVATORS

Illustration by Rob Colvin

Ricky's Tour

By JO2 Mike Jones **mikejones43@hotmail.com**



to New York, then the Sailor would not have to pay any additional charges.

"This is good news for Sailors and their family members who are stationed OCONUS because it is a significant quality-of-life improvement," said VADM Norb Ryan Jr., Chief of Naval Personnel. "It gives all Sailors greater flexibility when an emergency occurs."

The difference now is there is a cost limit, instead of a limit for physical transportation.

Prior to this change, the government paid for the cost of transportation to the nearest CONUS international airport, but did not allow that cost to be used toward the cost of transportation to a more distant airport.

For more details on the changes to the JFTR, see MILPERSMAN 1050-130 and JFTR U 7205-C1b.

Last Pair of Bell-Bottoms Issued to New Recruits

The last of the old bell-bottom dungarees was recently issued to incoming recruits.

In the past, each recruit was given one pair of dungarees and three sets of new utility uniforms. Now, enlisted members will be issued four of the updated version of the working uniform, similar in fit to the wash khakis worn by officers and chiefs at sea.

Recruits have been issued the dungarees in the past in order to use up the stockpile.

The new straight-leg dark blue pants, with permanent creases, and the light blue shirts, are both 65/35 percent polyester/cotton mix. The uniforms have deep pockets and name tapes are embroidered on instead of stenciled.

Story by Judy Lazarus, associate editor of the Bulletin.

THE BATTLE OF MIDWAY



They fought courageously against overwhelming odds, going in harm's way again and again. In the end, they turned adversity into triumph.

On *June 4th,* join us in commemorating the greatest naval victory of modern times.

Midway Night
June 4, 2000

For more information on how your command can commemorate the Battle of Midway go to

www.history.navy.mil/midway.htm

Navigating

Story by
CDR Hal Pittman

What would you think about ships — even frigates — *in 10-section duty in port?* What about fewer inspections, fewer days spent at sea, less paperwork and Sailors getting a say in what parts of their jobs make sense? A dream, you say? Well, reality may be much closer than you think. ...



BM2 Jeffrey Pilgrim is assigned to USS *Milius* (DDG 69)

Photo by PH2 Aaron Ansarov

Perhaps never before in the history of the Navy have we seen as many changes as in the last 10 years. Weapon systems are more powerful, dependable and accurate. Communications and satellite technology has grown at light speed, and a revolution in business affairs has driven shipboard efficiency to new levels. Concepts like network-centric warfare are tomorrow's reality. New doctrines address the shift from open-ocean combat to warfighting from the sea. *Everything is different.*

But what about quality of life? How can that be improved?

If you've been on shore duty during the last few years, you may not have noticed the huge push to change the sea-going culture. It's happening Fleetwide, and the driving factor is the Fleet Review Board (FRB).

The FRB was borne out of a mandate from Chief of Naval Operations ADM Jay L. Johnson to fix the inter-deployment training cycle (IDTC). IDTC is the training and certification cycle that ships, submarines and aircraft go through prior to a six-month deployment. Through the years, that cycle had grown heavy with inspections and placed a burden on Sailors.

"The FRB process is forcing hard looks at the way we do business," Johnson said recently in a message to the fleet. "Some people are uneasy about the scope and speed of these changes — that is human nature. It's important to remember that

Fixing the Inter-Deployment Training Cycle

Cultural Change



The changes recommended by the Fleet Review Board include eliminating the shipboard personnel inspection program. "It has allowed the work center more flexibility to complete other tasks," says EM3 Michael Braxton, aboard San Diego-based USS *Milius* (DDG 69).

Photo by PH2(AW) Donné McKissic

our focus has not changed — combat readiness, taking care of our people and upholding our Core Values remain paramount. We are not changing for change sake, but building on the Navy's rich history of taking the initiative, thinking creatively, assessing risks and taking bold action to get the job done. In the process, we are giving commanding officers and ISIC's more control in the running of their ships and squadrons."

The FRB is made up of senior officers and enlisted Sailors, and is chaired by an admiral from each fleet. The board takes an in-depth look at systems and processes, talking with engineers and Sailors to get the best recommendations. In 18 months, 300 programs and inspections have been reviewed. Mandatory inspections have dropped from 128 to 72, with 20 cancelled and 27 changed to assist visits; the training cycle of IDTC has been reduced from 26 to 16 weeks; numerous administrative requirements have been dropped or combined; and shipboard planned maintenance has been reduced by more than 33 percent aboard surface ships and 10 percent aboard submarines.

CAPT Dana Roberts, executive secretary of the FRB, says the board is adamant about making the IDTC work. "We're looking hard at what we're requiring Sailors to do, and using risk management to look at the impact of those things at three levels — return on investment to the Navy, impact on the unit and impact on the individual Sailor. Then we ask, 'What would be the risk if we didn't do this?' And that's the context in which the Fleet Review Board makes its decisions.

"We have changed some individual programs, but since last fall, the FRB has been looking at larger systems," Roberts says. "Maintenance in the fleet was the first system we looked at."

To do that, the FRB went aboard ship and observed Sailors conducting maintenance. They looked at the actual maintenance time, but also the time involved in tag outs, obtaining hazardous materials, getting special tools or permission to do the maintenance and all the time spent waiting. Sometimes it took *10 times as long as the PMS card allowed.*

"By looking at these things as a system using technology, we ought to be able to eliminate the Sailor from many of those steps," Roberts says.

For example, when it's time for maintenance, computers could automatically



USS *Theodore Roosevelt's* AK2 Lina M. Ramirez of Queens, N.Y., hands an aircraft part to AZ3(AW) Nelson Quintero also of Queens, N.Y., for evaluation to determine if the part needs intermediate- or depot-level maintenance.

Photo by PH2(AW) Donnè McKissic

10-section duty in port.

"I have more time to spend at home with the kids to help them with their homework or to do things with them," says Aviation Boatswain's Mate (Equipment) 3rd Class Antoine Oliver, of *Theodore Roosevelt's* V-2 division. "Ten-section duty is not a hindrance to anyone getting their work done, and it's not overbearing to where you have to work all day and all night on your duty day."

Mess Management Specialist 1st Class Gail Cantirino, also aboard *Theodore Roosevelt*, agrees. "I'm a single parent, and money-wise, I don't have to pay as much for child care when the ship is in 10-section duty. … Sections are a little bit shorter, but people all tend to pull together because it's more of a team effort."

Even smaller ships on the Norfolk waterfront are expanding to more duty sections in port. USS *Nicholas* (FFG 47) has moved to a 10-section duty rotation, taking literally the instructions to base in-port watch sections on safety and security requirements.

"TEN-SECTION DUTY IS NOT A HINDRANCE to anyone getting their work done, and IT'S NOT OVERBEARING to where you have to WORK ALL DAY AND ALL NIGHT on your duty day."

flag the necessary parts and reorder if necessary. Then the system could create the tag-outs because computers have a status on all equipment on board.

While Roberts admits that some commands have been slow to change, others are jumping to embrace the new regulations. USS *Theodore Roosevelt* (CVN 71), recently returned from Kosovo, is in



MS1 Gail Cantirino of Grand Haven, Mich., and MS3 Allen R. Ardoin of Lake Charles, La., look over a roster of personnel assigned to the food service division aboard USS *Theodore Roosevelt* (CVN 71).

Photo by PH2(AW) Donnè McKissic

"Qualifications were the key," says Senior Chief Sonar Technician (SW) John Radlein, *Nicholas'* enlisted watch bill coordinator. "We presented the proposal to the crew halfway through our last deployment, we told them what they needed to do to make it happen and they did — Sailors getting damage control qualified, extending repair party duties and Sailors

in non-engineering rates qualifying as on scene leaders. These Sailors have taken a plank-owner mentality to the program, and have passed it on to the new people coming aboard."

"It's not like back in the old days," says *Nicholas* Sailor Electronic Warfare Technician 2nd Class (SW) Matt Smith, who joined the Navy nine years ago. "Everyone understands now that they have at least one watch, they'll be qualified in repair parties up to on-scene leader, but it's worth it to only have duty three days a month as opposed to seven or eight times in four-section duty."

"You're busy," says Operations Specialist 2nd Class (SW) Peter Korff, who has served aboard *Nicholas* for six years. "The only con is that in 10-section duty, I'm duty operations, duty MAA, the on-scene leader. ... You wear a lot of hats and have to do a lot of work. You might get awakened in the middle of the night, you might get two watches, but it's only three times a month.

"In four- or five-section duty, you might have a slower day where you can get more clerical work done, but you're standing duty a lot more often, and specifically on the weekends. I don't think there's anyone here who would switch being busy in 10-section vs. having a more lax atmosphere in four- or five- section."

The trend aboard Pacific Fleet ships is much the same. USS *Milius* (DDG 69), homeport in San Diego, has also expanded duty sections.

"Ten-section duty, tied with tropical hours, has given me the opportunity to qualify and stand watch-stations not normally opened to me," says Boatswain's Mate 2nd Class (SW) Jeffrey Pilgrim. "Also, having afternoons open has allowed me to further my education in both the military and civilian worlds."

One administrative reduction has been to eliminate the shipboard personal



USS *Theodore Roosevelt's* ABE3 Antoine T. Oliver of Memphis, Tenn., takes time to help his daughter, Lyric, tie her shoes. "I have more time to spend at home with the kids to help them with their homework or do things with them," he says of 10-section duty.

Photo by PH2(AW) Donna McKissic



Photo by PH2(AW) Donna McKissic

OS2 Peter Korff has served aboard USS *Nicholas* (FFG 47) for six years and has seen inport duty sections go from four to 10. "You're busy," he says, "I don't think there's anyone here who would substitute being busy in a 10-section vs. having four- or five-section duty."

electric safety inspection program, and that decision sits well with Sailors. "It has allowed the work center more flexibility to complete other tasking, especially with the elimination of tracking personal electrical and electronic equipment," says Electrician's Mate 3rd Class Michael Braxton, of the electrical division aboard *Milius*.

"Also, reducing the safety check for electrical portable tools to a quarterly PMS check transformed a challenging accountability system into a manageable one. We have not had any incidents since commissioning, and these changes have left EMs and ETs onboard *Milius* with big smiles."

The FRB is continuing to look at processes, and they are updating instructions fleetwide to reflect changes, while at the same time reviewing new requirements. "The reason for that," CAPT Roberts says, "is to make sure things don't start creeping back onto Sailor's plates.

These far-reaching initiatives fall into what ADM Thomas Fargo, Commander-in-Chief of the Pacific Fleet, and ADM Vern Clark, Commander-in-Chief of the Atlantic Fleet, call quality of service. "Everyone in our Navy is in the service

Navy Food Service Tests Initiatives Aboard USS *Tarawa*

Feeding the crew of a U.S. Navy ship is hard and demanding work for both mess management specialists (MSs) and food service attendants (FSAs). The job ranges from planning, preparing and serving nutritious meals, through detailed galley record keeping, to clean-up and maintenance of galley spaces, equipment and related areas. A typical workday runs from 5 a.m. until about 7:30 p.m. in port

In a concerted effort with the fleet and Naval Sea Systems Command (NAVSEA), the Naval Supply Systems Command (NAVSUP) is reengineering the Navy's Food Service Afloat Program to improve the quality of life (QOL) for Sailors and create a more efficient food service operation afloat.

As a key part of this effort, NAVSUP is currently prototyping 13 food service afloat initiatives aboard USS *Tarawa* (LHA 1), homeported in San Diego. The goal of the prototyping is to demonstrate initiatives that may significantly reduce workload afloat while improving QOL and nutrition. Multiple initiatives are being tested simultaneously to identify their interaction with complementary measures.

The 13 initiatives being prototyped are:

- **Using Smart card technology to track consumption of meals in private messes.**
- **Converting traditional full-service serving lines to self-service serving lines.**
- **Using state-of-the-art cleaning equipment to improve sanitation and decrease cleaning time for galley spaces and equipment.**
- **Adopting selected advanced food products (frozen, chilled, shelf-stable items) that are highly acceptable to the crew, demonstrate labor savings and require less storage, rather than cooking the same item from scratch.**
- **Using contractor support instead of ship's working parties to load pierside subsistence deliveries into storerooms.**
- **Contracting out food service attendant functions (i.e., cleaning and trash removal) while in port.**
- **Providing the latest in food service equipment technologies**

Navigating Cultural Change



Photo by PH2(AW) Donne McKissic

Aviation Maintenance Administrationman Third Class (AZ3) Nelson Quintero of Queens, NY., pictured with wife Simone N. Quintero of Santiago, Chile and infant son Nicholas N. Quintero.

business — service to our nation," Clark says. "We define quality of service as a combination of quality-of-life initiatives and the quality of a Sailor's work environment — the facilities, the tools they use, the training they get and the type of information they get."

The future looks bright. Roberts says the FRB will take a hard look at both integrated training and shore infrastructure in the near future. Meanwhile, their efforts from the maintenance overview are still in full swing.

"When leadership initially met with Sailors, they came up with more than 240 maintenance procedures and processes they felt were outdated and needed to be changed. We've already either fully or partially implemented at least 50 percent of those … and since then, they've been working with Sailors from the fleet who've come up with an additional 216 changes that the NAVSEA engineers are reviewing right now, and this is just the start of the process."

For more information on IDTC changes, log onto the Pacific Fleet website at http://www.cpf.navy.mil, scroll to the bottom, and click on Pacific Fleet Quality Improvement.

Pittman is the chief of publishing, Naval Media Center, Washington, D.C.

"EVERYONE in OUR NAVY is in the service business — SERVICE TO OUR NATION."

s identified by the NAVSEA Affordability Through ommonality (ATC) program.

Replacing the manual inventory management process with ar-coding technology for recording receipts, reakouts/breakbacks and inventories.

Eliminating stateroom cleaning for all officers, O-4 and elow … junior officers assume responsibilities.

Minimizing food preparation in multiple galleys … using andard menus and centralized preparation.

Installing NAVSEA approved no-wax and no-buff decking.

Serving pre-prepared entrees for the dinner meal while in ort allows MSs and FSAs to secure at 2 p.m. daily while roviding a quality meal to the crew for the evening meal.

Implementing commercial sector inventory practices by ventorying food items based on the item's cost vice nducting routine wall-to-wall inventories.

The prototyping aboard *Tarawa* will continue until October 000. The initiatives that prove successful will be adopted as the od service paradigm of the future.

ory by Naval Supply Systems Command public affairs.

Virtual *All Hands* Call

The Master Chief Petty Officer of The Navy, MMCM (SS/SW /AW) Jim Herdt and the three Fleet Master Chiefs will appear on the DTS Network in a live, televised virtual All Hands Call on Tuesday, May 9, 2000, from 11 a.m. to noon (EST). The program, "Who's Looking Out For You," will feature a live call-in question-and-answer session from Sailors around the world.

The program will give Sailors worldwide, the opportunity to talk one-on-one with the MCPON and the Fleet Master Chiefs. We need your input. Forward your questions for the MCPON and Fleet Master Chiefs prior to the broadcast by E-mail to **p00da1@bupers. navy.mil** or fax them to (703) 693-8471.

The program will also appear on a number of base and community cable TV stations, check your listings for local broadcast information.

Story by JO1 Todd E. Hansen





"Should I Stay or Should I Go?"



was a popular tune in the early 1980's sung by the punk rock group, "The Clash." But for many mid-grade and mid-term Sailors and service members worldwide, this question is more than just a song — it's a serious career and life decision.

Sailors Ponder Deckplate Decision to Stay Navy

That decision has been made somewhat easier for those on the fence by recently enacted legislation that gives service members the largest pay increase since 1981 and increasing retirement benefits for those who entered service after 1986. In addition to the 4.8 percent across-the-board raise that came into effect Jan. 1, Congress also provided for a one-time adjustment so that about 75 percent of all service members will receive extra pay raises of as much as 5.5 percent on July 1.

"I see things continuing to get better for Sailors in the upcoming years," said Machinist's Mate 1st Class (SW) Ola Lassley, the leading petty officer of USS *Bataan*'s assault division. "I feel retirement, pay and advancement opportunities have all improved for the better. The retirement is what keeps me in, though. If there was no retirement, I would've left the Navy after my shore duty. Now, there's no doubt in my mind that I will make it a career."

A native of Austin, Texas, the single,



Photo by JOC(SS) John F. Williams

JOCS Brian Bell passes through the sideboys after completing 20 years of service.

37-year-old Lassley has been aboard *Bataan* since April 1997. Although he likes what he saw with the various benefit increases, like most Sailors, he would like to see more.

"I still don't think our salary is competitive with our civilian counterparts," he noted. "On the other hand, I don't know of any civilian company where you can retire after 20 years and receive a monthly check for the rest of your life.

"I really was surprised to (hear about) the switchback on the 50 percent retirement," Lassley said. "In my opinion, the Navy and Congress made a good decision and I figure it will make a $200 or $300 a month difference in my retirement pay. I also expect the increase will improve retention."

Lassley's ship is the flagship of *Bataan*'s Amphibious Ready Group, which includes USS *Whidbey Island* (LSD 41) and USS *Shreveport* (LPD 12). And while the final days of their six-month deployment to the Mediterranean and Red Seas wind down here, Sailors on the deckplates of ARG ships are taking note of recent and on-going efforts to improve quality of life, and in turn, retention.

Recent DOD reports have introduced a concept known as the four quality-of-life pillars. In FY00, DOD concentrated on pay and retirement. The 2001 budget will address the other two — housing and medical care. Specifically, the president's proposed FY01 defense budget calls for a 3.7 percent pay hike, proposed elimination of out-of-pocket, off-post housing expenses and improvements to the military health system.

"Health care, especially for my children is not what I'd like it to be," said Interior Communications Technician 3rd Class Winona Davis of Jacksonville, Ala., stationed aboard USS *Whidbey Island* (LSD 41). "I do feel health care is good, but not what I really want to depend on for the rest of my life. I don't like having to call someone other than the doctor's office to make and appointment, and the runaround that ensues when a service member tries to see a specialist is enough to make you want to pull all your hair out."

Davis, a 24-year-old, married Sailor and mother of two, has been in the Navy for nearly seven years. She says the benefit improvements are a step in the right direction, but she would like to see much more.

According to DOD reports, there are two major health care issues to be addressed by the FY01 budget, one for active-duty families and the other for age 65-and-over retirees.

For active-duty family members stationed in remote areas, DOD proposes extending a program called TRICARE Prime Remote to relieve families of high-cost shares under TRICARE Standard and long drives to military treatment facilities for space-available care. The budget also provides for the elimination TRICARE Prime co-payments for service

"Should I Stay or Should I Go?"



Photo by PHAA Saul Ingle

The Navy is working hard to upgrade military housing around the globe and build new facilities to give Navy families a better quality of life.

members using civilian network facilities and directs money toward increased pharmacy benefits and custodial care.

Additionally, the budget addresses the need to improve TRICARE contracting practices and optimize military treatment facility access.

For age 65-and-over retirees who have been squeezed out of a hotly-debated promise for a lifetime of military health-care, DOD has proposed funding for continued exploration of a variety of options. Two currently in demonstration status in specific regions of the country — TRICARE Senior Prime and FEHBP-65 (Federal Employees Health Benefit Program — 65) — are designed to improve access to care while reducing out-of-pocket expenses.

While out-of-pocket expenses plague active-duty families and retirees alike for health care, similar out-of-pocket housing expenses, above and beyond housing allowances, continue to be an irritant for active-duty families. To address this issue, DOD proposes increased housing allowances in upcoming years to drive out-of-pocket housing expenses to zero by the end of fiscal 2005.

"As for the issue of an increase in housing allowances, I say great!" said Personnelman 2nd Class Dawn Pritts of Miami. Pritts, married, and the mother of four, said she wished the Navy and DOD had decided to make this change a long time ago. "We had to wait an extra couple of years to finally buy our first house because we never thought we could afford it," she mentioned. "But now with this new budget proposal, a lot more Sailors will have a chance at the same opportunities.

"With this new program, by the year 2005, most of us will not even have any out of pocket expenses for housing," added Pritts. "To me, that sounds wonderful. So, to all those new Sailors, this is great news and sounds like even more of a reason to stay Navy."



The FY2000 pay raise i
putting more money in ou
Sailors pockets

Photo by PH2(AW) Jim Watson

"I don't know of any civilian company where you can retire after 20 years and receive a monthly check for the rest of your life," says MM1(SW) Ola M. Lassley, leading petty officer of USS *Bataan*'s assault division. The 12-year surface warfare-qualified Sailor recently reenlisted for the long haul.

Below – CDR Alexander Shin and LCDR Khiem Dao repair a damaged nerve on a patient.



Photo by HM1 Kc Boren



Photo by PH1(AW) Ronald L Heppner

Whidbey Island's Davis also wished the military would help more with childcare. "The most difficult part of being a working mom is having good daycare and one that will be flexible with the odd hours the military works," she said. "Having two children at ages four and three, my decision (to stay or go) is based very much on their needs."

But while other Sailors weigh the pros and cons of pay and benefits, Operations Specialist 2nd Class (SW) Earl Davidson of USS *Shreveport* (LPD 12) says very little in his nine years in the Navy has changed his intent on serving a full career. In fact, the single 29-year-old Sailor from Oak Ridge, Tenn., says the recent improvements to the 'four quality-of-life pillars' only brighten his view of being a Sailor.

"I'm very happy with the pay and retirement increases, and that has a lot to do with my decision to stay Navy," said Davidson, a watch officer and assistant leading petty officer in *Shreveport*'s Combat Information Center.

"But, I also love what I do — my job — and the travel opportunities are very nice." "I think the work the Secretary of Defense and our government did in giving us this pay and retirement increase and now working to improve our housing and health benefits is saying to us, 'Hey — thanks for the job well done and for everything you do,'" Davidson noted. "Overall, I feel the Navy takes pretty good care of us."

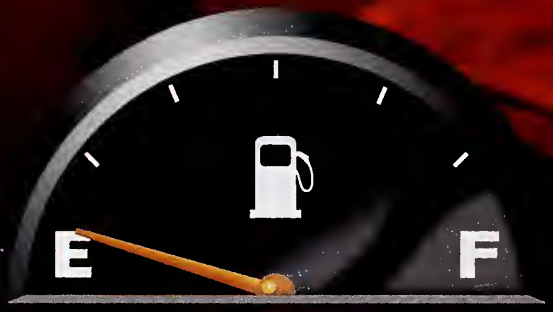
That type of positive message is what BATAAN Command Career Counselor 1st Class (SW) Calvin Coleman tries to get across to Sailors who are deciding whether or not to stay Navy.

"We can't pay our Sailors enough for what they do, but we can certainly pay them more," said the 17-year Navy veteran from Little Rock, Ark. "This was evident with the recent pay raise. That raise, along with the three other pillars, has vastly improved the quality of life for our Sailors, which has long been our objective."

And that is something that any deck-plate Sailor should consider when they are deciding whether to stay or go.

Hansen is a journalist assigned to the public affairs office, USS Bataan *(LHD 5).*

Oiler Crews Provide an Awesome Mission



FUEL STATIONS AT SEA

Story and photos by PH2 Aaron Ansarov

Imagine this: A 600-member pit stop team working in pitch blackness to service an 80,000 ton, 1,000-foot long giant; filling it's belly with millions of gallons of fuel and tons of food while the clock is ticking.



SN Gary Friday (left) and BM2 Anthony Carney stand ready and waiting in Winch Booth Station 4 onboard USS *Camden* (AOE 2). As winch operators, they are responsible for how much and how far the fuel lines are let out during the UNREP.

No, this isn't an Indy 500 pit stop or a bunch of thrill seekers trying to get into the Guinness *Book of World Records*; these are Navy men and women refueling and resupplying naval warships in the middle of an ocean.

The idea of taking supplies to ships at sea and handling them across the water was new to the Navy in the beginning. Sailing ships would be able to stay where the action was for months; sea breezes provided the power, Sailors' diets were less complex and round shot was more easily stocked than bombs and missiles.

Then came the day that diesel-burners, with their huge appetite for fuel, had to be able to reach the [illegible] corners of the world. After that, there were demands for gasoline and JP5. That's when oilers – underway replenishment ships – came into being.

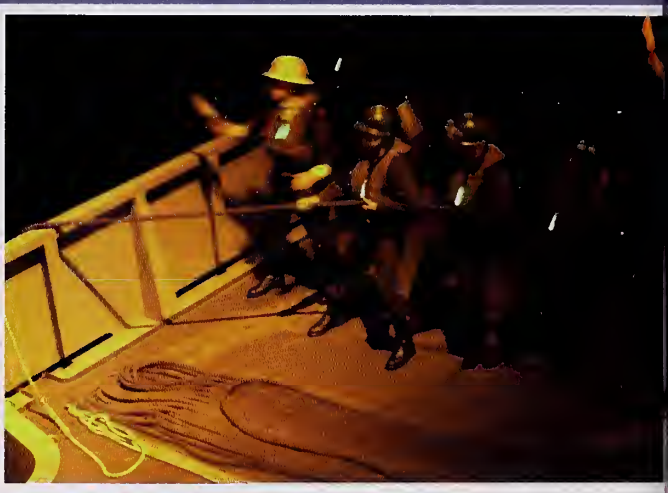
USS *Camden* (AOE 2) is one of those ships. But, it's not the spider-like arms that reach out from the side of the ship, or the thick black tentacles that hang from its superstructure that make this ship and crew unique: It's what the crew does with those appendages that really makes this vessel special.

The concept of bringing an 800-foot ship alongside another of equal or greater size is one thing while docked in port; but to do it in the middle of the ocean while both ships are moving next to each other at speeds around 12 knots is a different story. Further that feat by linking the two vessels with hoses that pump fuel – hundreds of thousands of gallons -from one ship to the other and you have something extraordinary.

And while all this is happening, the ship needs to have a few pallets of food and stores pulled across by nothing more than lines and elbow grease.

Crewmembers on ships like *Camden* make this mission happen day and night, in good and bad weather, on calm or choppy seas.

SN Joshua Carpenter stands by for an underway replenishment.



It's hard enough to do an UNREP with one ship during the day, but to do two ships at night? That's what separates the men and women from the boys and girls on onboard USS *Camden* (AOE 2).

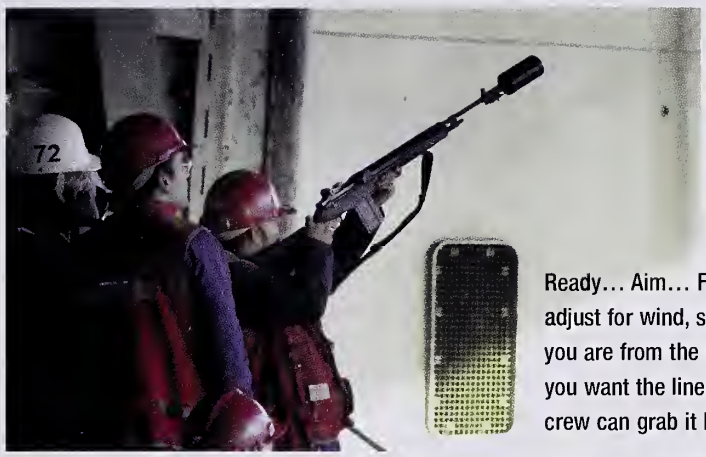


Gas gauge illustration by Seth Sirbaugh

The concept of bringing an 800-foot ship alongside another of equal or greater size is one thing while docked in port; but to do it in the middle of the ocean while both ships are moving next to each other at speeds around 20 knots is a different story.

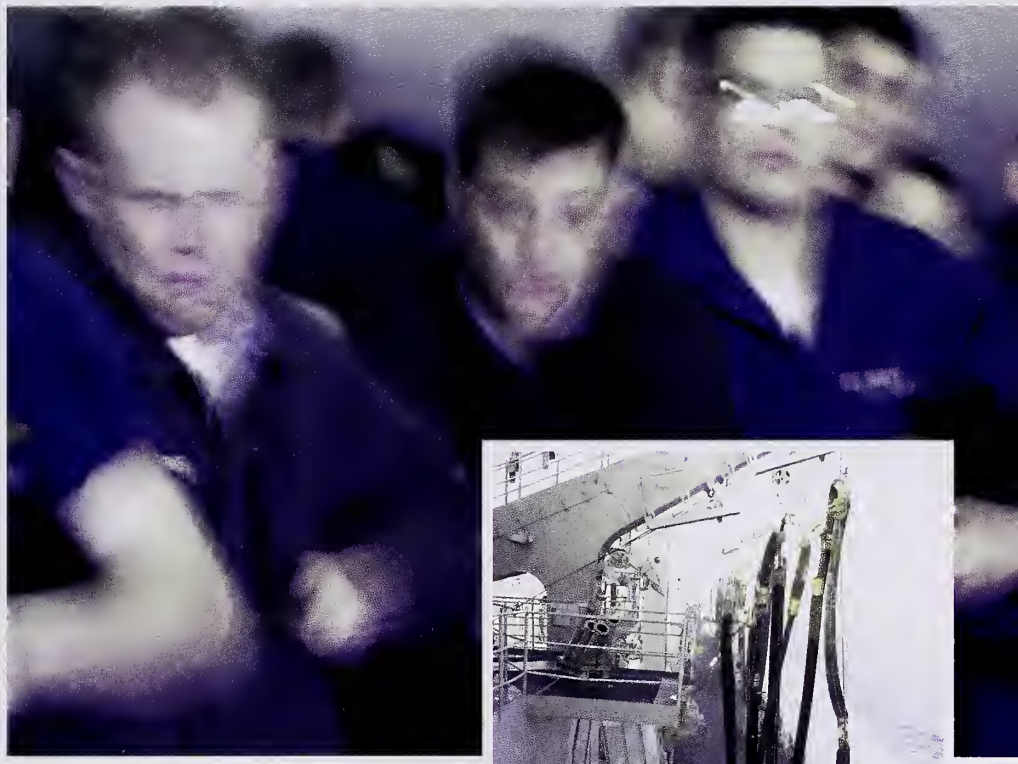


Right – One of the more physical jobs of an UNREP is heaving a line across. Teamwork is a must. When the ship is rocking and the heavy line is getting smacked by the fast ocean current, it's the job of a few strong men and women to not give up and to rely on each other to get the job done.





Ready… Aim… Fire! Just make sure you adjust for wind, speed of the ship, how far you are from the other ship, and where you want the line to land so the other crew can grab it before the ocean does.



As if setting the scene for a scary movie about a sea creature, USS *Camden's* fuel lines dangle quietly through the morning fog off the coast of San Diego. In only a few hours, these same lines will be pulled across the ocean to transport fuel to another three ships in one day.

"This is about my 30th UNREP since I've been onboard," said Gunner's Mate Seaman Amanda Grummett, who is assigned to USS *Carl Vinson* (CVN 70). She's temporarily assigned to *Camden* for a few months to get training on shooting the line across. "The first time I was so nervous, I had to reshoot four times."

The highly choreographed underway replenishment begins with a line being shot from the UNREP ship – in this case *Camden* – to the ship being replenished. The line shooting from one ship to another may not be as easy as one would think. You have to take into account the winds, the speed of both ships and where the line will land so crewmembers can grab it before the ocean does.

"What we are normally taught to do is to look at the ship's ensign and see how the wind is blowing. We keep the shot low, avoid the winds and aim ahead so that the line meets the crew on the other ship," said GM3 Anthony Gallia of Long Island, N.Y., a crewmember onboard USS *Bunker Hill* (CG 52). "Basically, what it all comes down to is practice and experience."

Experience leads to change, and lessons learned become textbook. The

reason both ships are mobile (steaming) while transporting fuel and stores isn't just to keep the crew on its toes, it's for the experience. In a wartime situation, two ships tied together transporting fuel is a dream come true to any enemy. For this reason, the norm during UNREPS is to maintain a constant speed and course and always be ready to "break away" if the need arises. In fact, emergency break aways are practiced on every UNREP.

Signalman 3rd Class Charleston Brown, from Navajo, N.M., stands lookout on the bridge of USS *Princeton* (CG 59) during UNREPS. "I've participated in more than 20 UNREPS in less than two years in the Navy, and we always practice an emergency breakaway," said Brown. "We practice getting all the lines away as fast as possible before something bad happens. It all comes down to 'Safety First.'"

Where a Sailor like Brown participated in 20 replenishments, others have more under their belt. "Last WESTPAC we did a total of 130 UNREPS," said *Camden*'s Storekeeper 3rd Class Scott Shelladarder. "That may not seem like a big number for six months at sea, but just add up the total millions of gallons of fuel and tons of food and stores that were transferred." During their last deloyment, the *Camden* conducted more than 130 UNREPS, transferred 58 million gallons of fuel and 3,400 pallets of stores, food and ammunition. Total weight transferred was in excess of 4,000 tons. When pondering those numbers, it's easy to see why *Camden* and other ships like it have a reason to be called 'Second to none.'

These nautical pit stop teams ensure the Navy stays in the race on the high seas.

Ansarov is a San Diego-based photojournalist assigned to All Hands.





Photo by PH1 Nicholas D. Sherrouse





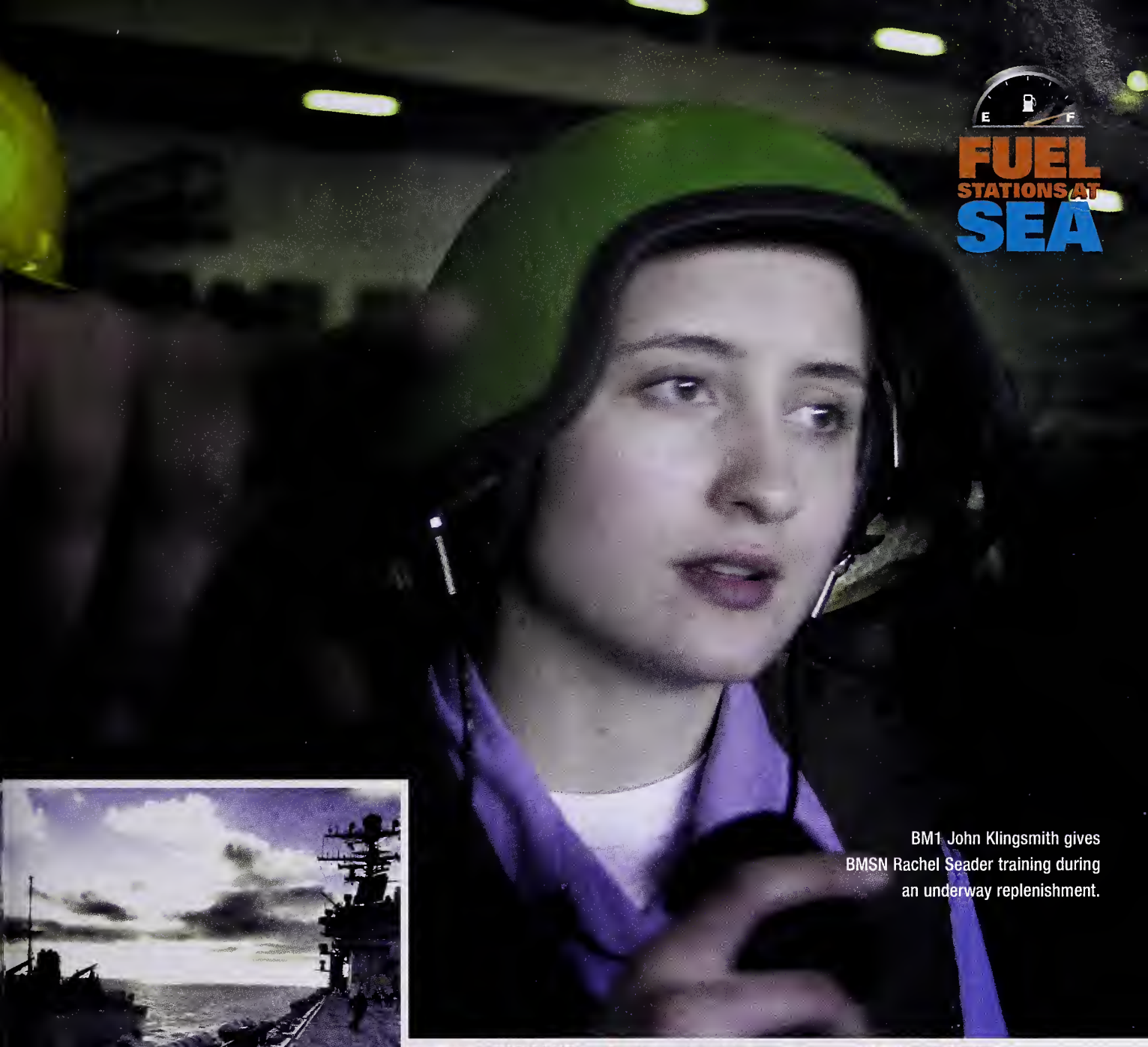
Above – Spider-like arms reach out and grab one of its many Navy customers — USS *Enterprise* (CVN 65) in this case.

Right – When compared to the massive body of a carrier, USS *Camden* (AOE 2) doesn't look too intimidating. But it seems like it to a Sailor who has never seen or participated in an UNREP before.

Far Right – SK3 Humberto Espina is in his element as one of the crew in charge of stores onboard USS *Camden* (AOE 2). Espina is responsible for the supplies of all of USS *Abraham Lincoln*'s (CVN 70) battle group.

In a wartime situation,
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FUEL STATIONS AT SEA

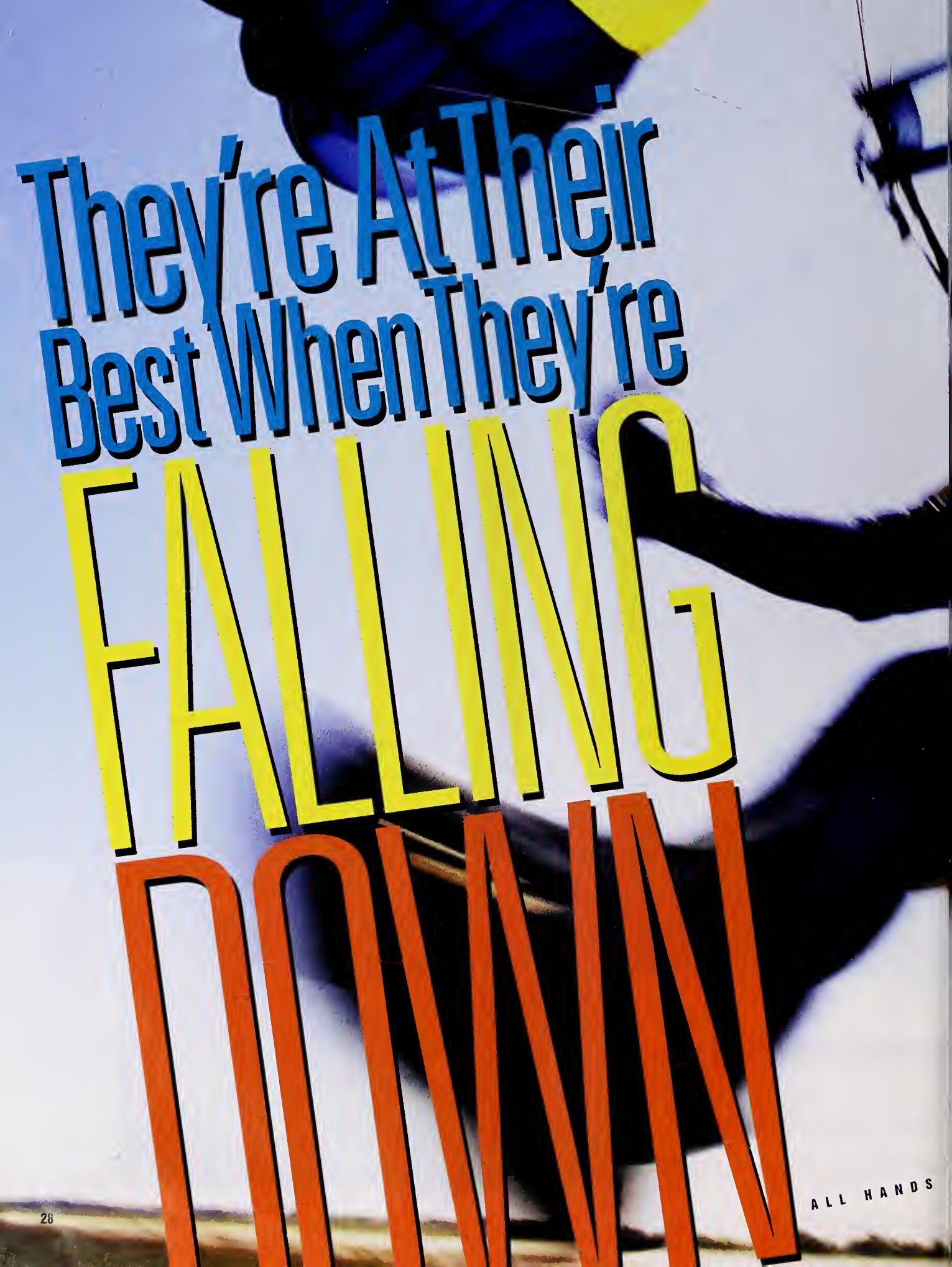


BM1 John Klingsmith gives BMSN Rachel Seader training during an underway replenishment.



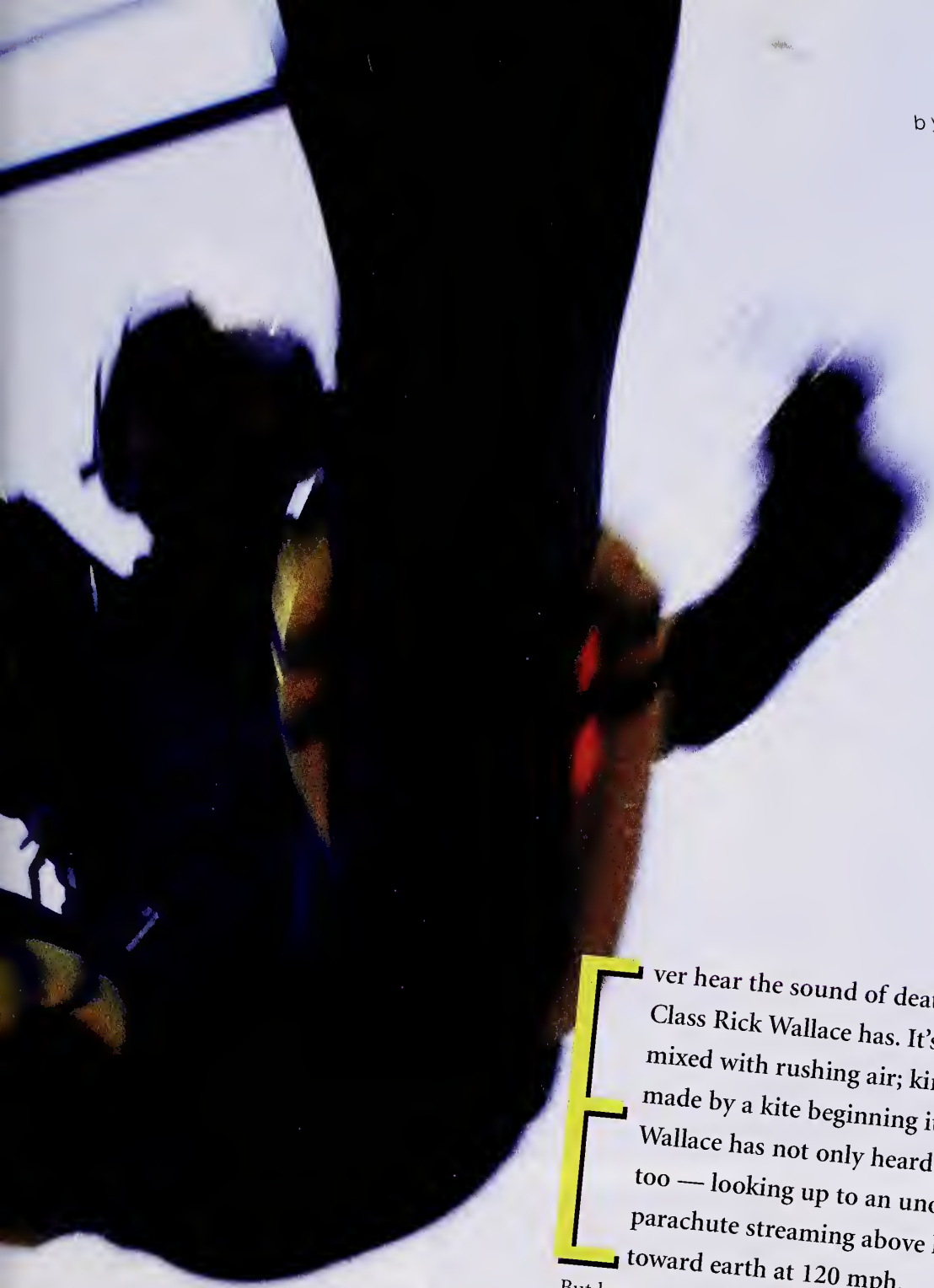
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They're At Their Best When They're FALLING DOWN

Story and photos
by JO1 Robert Benson



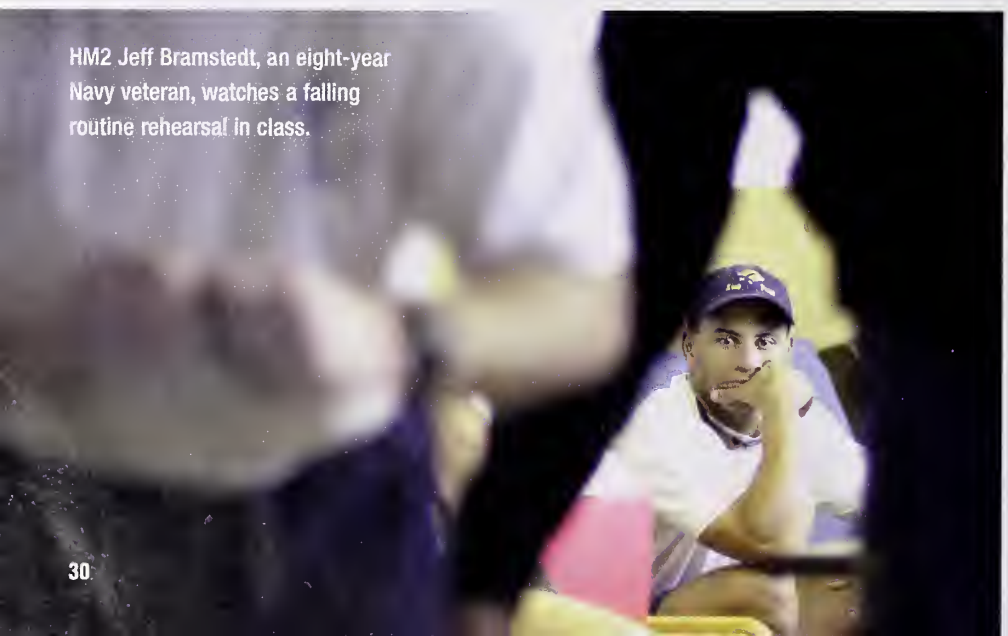
After jumping from a C-130 at an altitude of 13,000 feet, a Leap Frog lands just inches from the designated "T" spot.

Ever hear the sound of death? Boatswain's Mate 2nd Class Rick Wallace has. It's an eerie flapping noise mixed with rushing air; kind of like the sound made by a kite beginning its ascent skyward. Wallace has not only heard doom, he's seen it, too — looking up to an unopened, entangled parachute streaming above him as he hurtles toward earth at 120 mph.

But how can this be? Wallace, a veteran Navy SEAL and Leap Frog team member, has jumped hundreds of times without a hitch! Only 30 seconds earlier he took a flying leap off an Air Force C-130 at 13,000 feet, and plummeted groundward at 140 feet per second. But, when catastrophe strikes, it makes its presence known; this time in the form of a fouled, non-working parachute, and the deadly Key West runway – a speck below him, lethally hard and unforgiving – only 45 seconds away.

There's an old saying in the SEAL jumping community that may have flashed through Wallace's mind: *"You're dead until your parachute opens."*

BM1 Tim Ige hauls in his chute after landing, and prepares to do it again. During practice days, the team will jump as many as eight times each day.



HM2 Jeff Bramstedt, an eight-year Navy veteran, watches a falling routine rehearsal in class.

A lesser man in the same predicament would have lost control and panicked. But not Wallace. Sure, maybe in those brief seconds of uncontrolled freefall he looked back on his 10-year Navy career or his SEAL training. Maybe he even thought about his family back in Cincinnati. But if the thoughts were there, they quickly disappeared as he instinctively executed his next move.

For a Leap Frog – a performing member on the U.S. Navy's Parachute Team – it was… (yawn)… ho hum, no big deal. Like a scenario scripted for a James Bond movie, Wallace pulled his reserve

They're At Their Best When They're FALLING DOWN

"Once you have tasted flight, you will walk the earth with eyes turned skyward — for there you have been, and there you long to return."

— A wise man who may as well have been a Leap Frog



Right – HM2 Jeff Bramstedt (at right) listens as fellow Leap Frogs explain various skydiving routines.



The Leap Frogs are comprised of 15 Navy SEALs. Each member comes to the team for a three-year tour from one of the two Naval Special Warfare Groups. Upon completion of their tour, members return to the SEAL teams.

The jump performance – which most agree is amazing – consists of 14 jumpers leaping out of an aircraft flown by the Air Force at an altitude of 13,000 feet. During free fall, jumpers reach speeds of 120 mph and can accelerate up to 180 mph. Following the show, the "Leap Frogs" are available to the public for autographs and to answer any questions about the Navy or the Special Warfare Community.

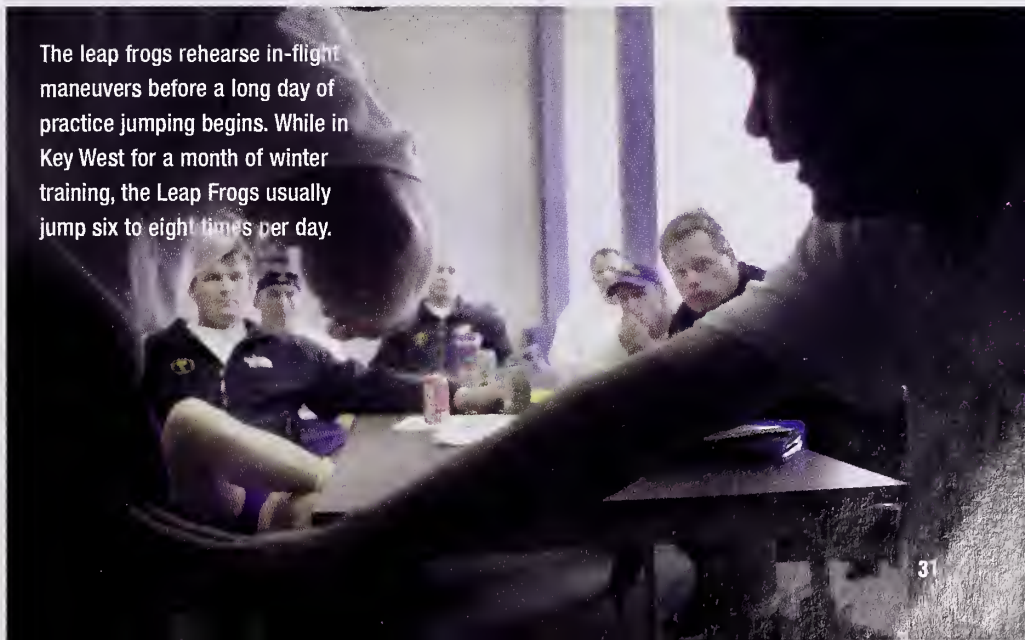
The parachute team began jumping in 1969 when SEALs and Frogmen volunteered to perform at air shows on the weekends.

The team was officially commissioned as the Navy Parachute Team "The Leap Frogs" in 1974 by the Chief of Naval Operations.

chute, gently glided into the drop zone and missed the "T" mark by mere inches.

"I really didn't panic at all," said Wallace. "I didn't think anything of it, I just pulled the reserve chute and it worked. It was muscle memory."

That hairy fall came last March during a routine practice jump in Key West, Fla. Amazingly though, using a reserve chute is a rarity for the team that jumps as many as 400 times per year at air shows and events across the country. "About one in every 400 jumps you get a malfunction," said LT Jon MacDonald, the group's officer in charge.



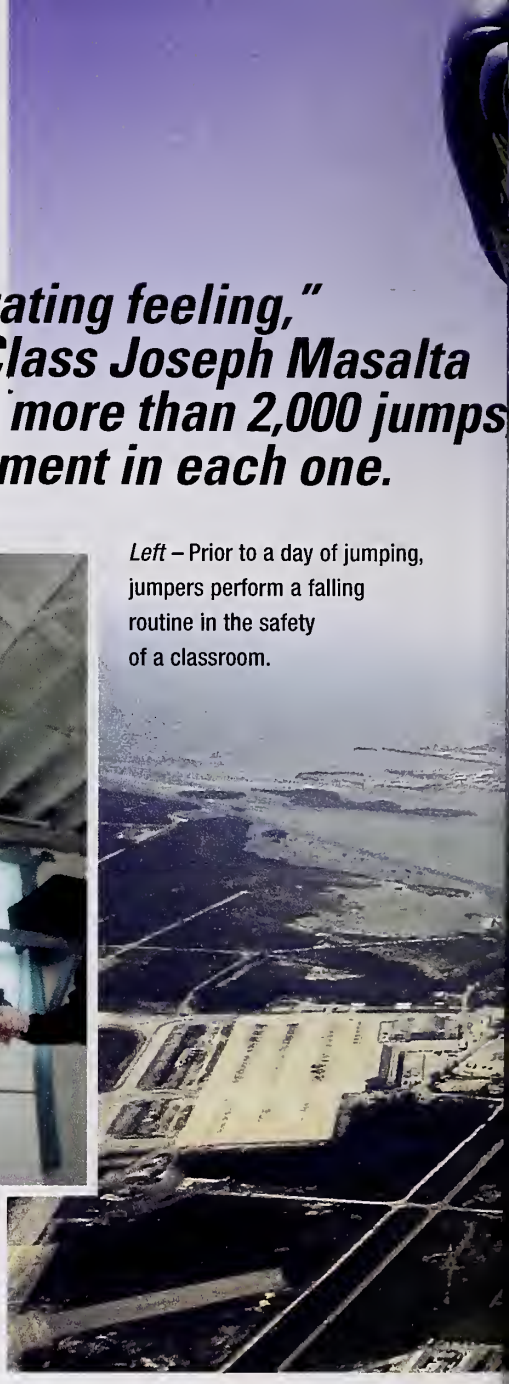
The leap frogs rehearse in-flight maneuvers before a long day of practice jumping begins. While in Key West for a month of winter training, the Leap Frogs usually jump six to eight times per day.

They're At Their Best When They're FALLING DOWN

"What an exhilarating feeling," said Quartermaster 2nd Class Joseph Masalta upon landing. He has more than 2,000 jumps but admits there's excitement in each one.



Left – Prior to a day of jumping, jumpers perform a falling routine in the safety of a classroom.



In its 31-year history, the group has a remarkable safety record. "I'm happy if they keep my job boring," said Hospital Corpsman 2nd Class Juan Rivera, who monitors every jump from the ground and stays in contact with the air crewman and jumpers via radio. Looking upward on most jump days, he'll see a speck in an otherwise deep blue sky – the frog's C-130.

A glint of reflection from the rear of the aircraft confirms what his radio always crackles: "Fourteen jumpers away." After a tense 45 seconds, Rivera will see the chutes open one by one, almost in unison. He points across the sky with his finger as he mouths a count: one, two, three, four, five … . "We have 14 good canopies," he radios in. "I say again, 14 good canopies."

At this point — had the group been in a show setting — thousands of fans would have cheered wildly as the team performs death-defying formations like the "diamonds" or "big stacks" or maybe the "quad-by-side": a formation only the Leap Frogs have been able to pull off. But out here, on the barren tarmac of NAS Key West's flight line, where they have been training for a month, Rivera is the only person to greet the skydivers as they come down.



OS2 Mike Ford talks with Air Force C-130 crewmen prior to a jump. The Leap Frogs usually jump from an Air Force C-130 during practice and at air shows.

Photo by PHAA Saul Ingle

"What an exhilarating feeling," said Quartermaster 2nd Class Joseph Masalta upon landing. He has more than 2,000 jumps, but admits there's excitement in each one. "If it wasn't so exhilarating, I wouldn't do it as much as I do. This is a very professional team and everyone wants to get the job done."

That professionalism, in the eyes of

A pair of SEALS practice a show maneuver during training over Key West, Fla.

the 16 million people who see them perform each season, has a "WOW" factor that can't be matched. Just ask Cesar Borrero, a 17-year-old senior at Braddock High School in Miami, who watched the team sail into his school's football field last March.

"Everybody was just amazed," he said. "Most of our school and students from others schools saw them make the jump."

Borrero, a cadet ensign in the school's NJROTC group dubbed the "Bulldog Battalion" said the performance reinforced his decision to try out for the Navy SEALS. "I really got a good impression



Photo by PHAA Saul Ingle

BM1 Billy Helmers sprints to a waiting C-130 for a practice jump.

They're At Their Best When They're FALLING DOWN

"Jumping is an incredible adrenaline rush, unlike anything else I have ever experienced," said Operations Specialist 2nd Class Michael Ford. "Being able to travel and perform in front of millions of people is a really great feeling."

after seeing the Leap Frogs. Everybody was just amazed," he added.

His excitement can only be matched by the jumpers themselves: "Jumping is an incredible adrenaline rush, unlike anything else I have ever experienced," said Operations Specialist 2nd Class Michael Ford. "Being able to travel and perform in front of millions of people is a really great feeling."

For many, the Leap Frogs provide an unseen side of the Navy: "People have seen Top Gun and they've seen our ships," said MacDonald, "This is just another way of saying, 'There's a lot of exciting things in the Navy besides ships.'"

"Sometimes," MacDonald added, "All it takes is a spark to get people interested in the Navy."

For some, flying SEALs included, that interest extends above the Navy, literally, towards the heavens. "Once you have tasted flight," said a wise man long ago, who may as well have been a Leap Frog, "You walk the earth with eyes turned skyward, for there you have been, and there you long to return."



While in Key West for training, hydration is important to the skydivers as they spend most of the day outdoors.

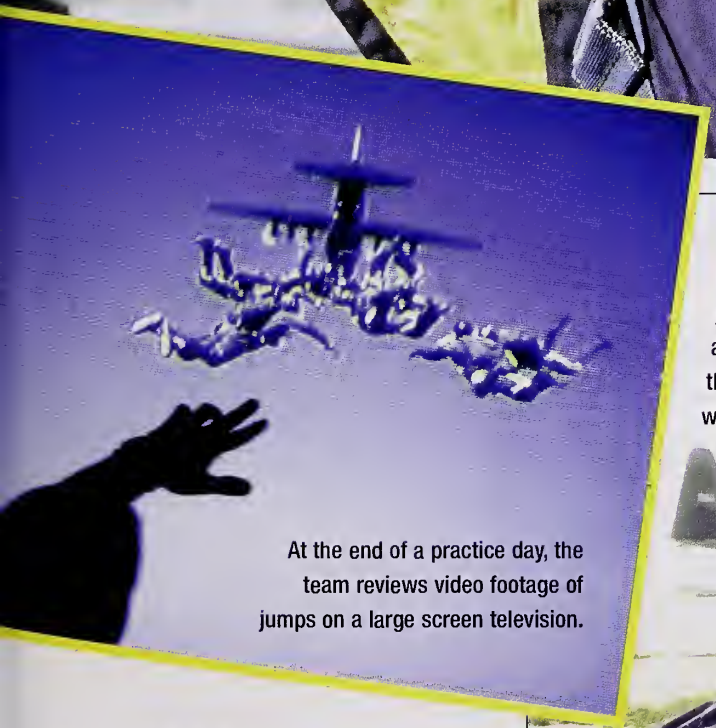


Benson is a photojournalist and Ingle is a photographer assigned to All Hands.

LEAP FROG SHOW SCHEDULE 2000

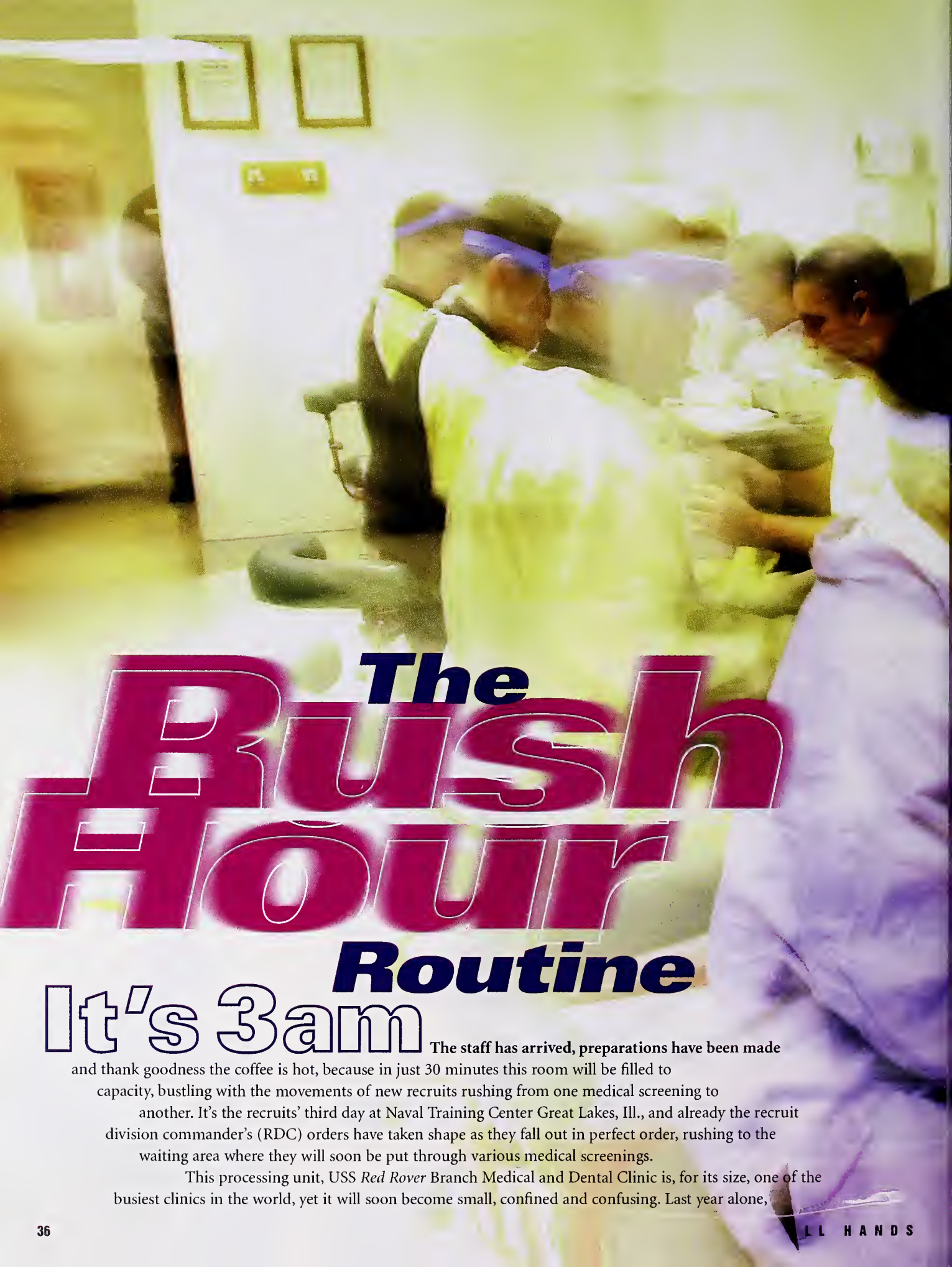
APR 27-MAY 1	NAS Atlanta, Ga.	Atlanta
MAY 4-8	Sea & Air Show	Ft. Lauderdale, Fla.
MAY 11-15	NAS Ft. Worth Airshow	Ft. Worth
MAY 25-29	Korean War Memorial	Kansas City
JUN 2-4	Texas Rangers	Arlington
JUN 7-12	Bristol Motor Speedway	Bristol
JUN 19-26	Rhode Island Airshow	N. Kingston, R.I.
JUN 29-JUL 4	Independence Day Demo	Coronado, Calif.
JUL 5-9	Fleet Week	New York City
JUL 10-17	E.C. Reunion, NPT Tryouts	Virginia Beach, Va.
JUL 22-23	Kingsport Fun Fest	Kingsport, Tenn.
JUL 23-26	Colorado Rockies	Denver
JUL 28-31	Hall of Fame Game	Columbus, Ohio
AUG 3-8	Mountain Home AFB Airshow	Mountain Home, Idaho
AUG 17-21	Chicago Air & Water Show	Chicago
SEP 1-3	Alabama vs. UCLA	Los Angeles
SEP 7-11	Milwaukee Brewers	Milwaukee
SEP 14-18	Korean War Memorial	Norfolk
OCT 2-5	DOD Reunion	Pensacola, Fla.
OCT 5-10	Page/Lake Powell Airshow	Page, Ariz.
OCT 12-16	Las Vegas Airshow	Las Vegas
OCT 19-22	Navy Homecoming	Annapolis, Md.
NOV 2-6	NAS Jacksonville Airshow	Jacksonville, Fla.
NOV 9-12	Ft. Pierce Muster	Ft. Pierce, Fla.
NOV 30-DEC 3	Army/Navy Game	Baltimore, Md.

BM1 Tim Ige checks his "wings" prior to a jump over Key West, Fla. The skydiving suit allows him to soar through the air and better control his movements.



At the end of a practice day, the team reviews video footage of jumps on a large screen television.

BM2 Rick Wallace eats a self-prepared meal between jumps. When the team spends an entire day on the tarmac, they bring their own meals with them.



The Rush Hour Routine

It's 3am

The staff has arrived, preparations have been made and thank goodness the coffee is hot, because in just 30 minutes this room will be filled to capacity, bustling with the movements of new recruits rushing from one medical screening to another. It's the recruits' third day at Naval Training Center Great Lakes, Ill., and already the recruit division commander's (RDC) orders have taken shape as they fall out in perfect order, rushing to the waiting area where they will soon be put through various medical screenings.

This processing unit, USS *Red Rover* Branch Medical and Dental Clinic is, for its size, one of the busiest clinics in the world, yet it will soon become small, confined and confusing. Last year alone,

Story and photos By PH2(AW) Jim Watson



A blur of corpsman from *Red Rover* rush more than 80 recruits through lab testing only to find they have another 240 recruits waiting to be seen.



Inset – Preparing enough immunizations to get through an entire division of recruits is a very important task for HR Tania Gonzalez of Los Angeles. Being short on immunizations can cost the clinic valuable minutes in getting the recruits processed.

Feeling a little woozy after having her immunizations, a recruit rests against the bulk head waiting until the rest of the division has completed medical in-processing.

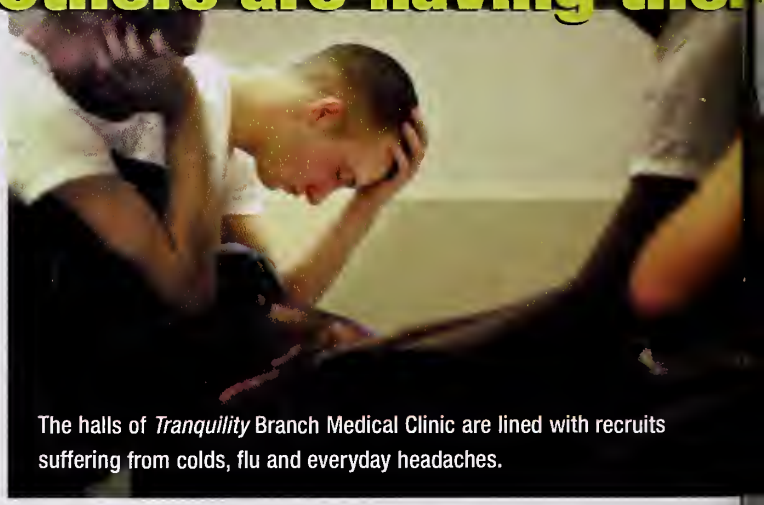
The madness and chaos of the mid-morning routi the new Sailors, who for some, are awa while others are having thei

the clinic administered more than 460,000 immunizations and processed more than 51,000 recruits.

The madness and chaos of the mid-morning routine presents a stressful environment to the new Sailors, who for some, are away from home for the first time, while others are having their first experience in a medical facility. Only the soothing – calm voices of the corpsmen, trying to stay at pace with the hectic schedule of pushing more than 360 recruits through their initial medical screening within the RDC's allotted time – give these recruits a moment to rest.

There's no time to rest for the corpsmen though; staying ahead of schedule is key and more recruits will follow in the hours to come. More sniffles and tears to deal with, more medication allergies to look for, more recruits passing out from having their blood drawn and less and less time to do it in. After all, a projected number of 56,000 new recruits will come through these doors within the next year; falling just one minute behind today can add up to hours months from now. That can make the "summer surge" more hectic in a time where the clinic already requires the assistance of Reserve personnel just to get through them in an orderly fashion.

"Eight routine lab tests are conducted on the new recruits," said LCDR Susan Lightenstein, administrative head of the branch clinic. "Civilian shot records are reviewed as their Navy medical record is compiled and SMART Cards are updated to avoid duplication of shots and wasted resources."



The halls of *Tranquility* Branch Medical Clinic are lined with recruits suffering from colds, flu and everyday headaches.

As the recruits sit in total silence, a nervous twitch here and there, the repetitive calls of "next" echo down the hall, ricocheting off the walls and filling the ears of the weary. They hear the whimpers, laughs and almost silent sighs as their fellow recruits rush through blood draws and immunizations.

"What's this?" many ask each other as a petty officer hands



HR Tania Gonzalez of Los Angeles, gives a shot to a new recruit who eels uncomfortable with a needle n her arm.

them folders and paper work with the same ambiguous familiarity as a college entrance exam. The stir of voices trickles through the crowd, which is abruptly stopped by one menacing look of the RDC waiting patiently behind his recruits.

"NO ONE SHOULD BE TALKING IN HERE BUT ME," orders Hospital Corpsman 3rd Class Patrick Moody. "Pull the stickers from the sheet and place them on the vile given to you, then form a line to your right, five on the wall, the rest waiting in turn."

This is nothing new for Moody. He's an expert in the ways of getting the recruits in and out of here in record time, while still ensuring they are given the proper care needed. But for some, like HN Adrienne Baldwin, who only has a few months of experience treating

presents a stressful environment to rom home for the first time, rst experience in a medical facility.

A blank stare is all the corpsmen receive while trying to bring around a recruit who passed out while having his blood drawn.



As part of their in-processing, recruits go through preventive medicine training at *Red Rover* in which they receive lectures and slide shows on female hygiene and STDs.

"No one should be talking in here but me," orders Hospital Corpsman "Pull the stickers from the sheet and then form a line to your right, five o

patients rather than years, it can be overwhelming.

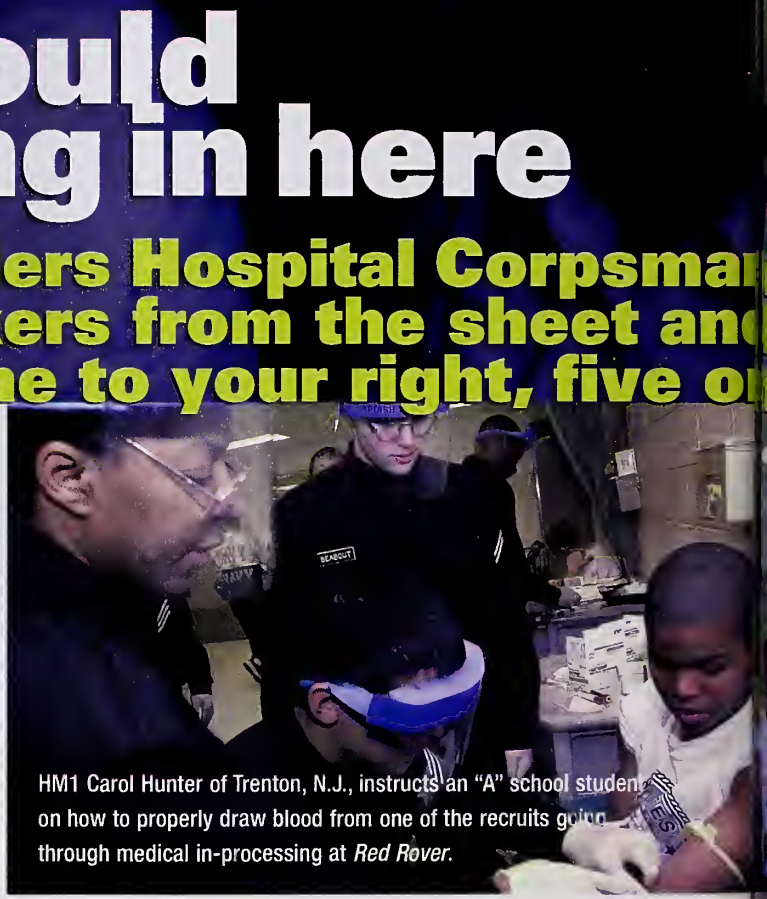
"I've never seen anything like this before," said Baldwin. "The summer surge here was hectic – running out of medications, and recruit after recruit coming through here nonstop."

A continuous chain of personnel, line after line of puzzled young men and women not sure what they have gotten themselves into, fill the clinic. Some wait curiously to find what lurks behind the next door, others fight to stay awake, rubbing the sleep from their eyes, while the corpsman and doctors process them through hearing tests and eye exams. Yet, you would never know it was 4 a.m. by looking at the staff at *Red Rover*. They seem unaffected by the fact that most of the people in this town are still fast asleep.

Across the base, a coughing recruit missing in morning formation can be found in USS *Tranquility* Branch Medical Clinic. The clinic is nothing like the peace and quiet the name implies, but rather the jam—packed frenzy of sick call recruits coughing, sneezing and waiting to be seen.

"During the busiest times in the recruit surge, we can see upwards of 20,000 patient visits per month," said Dr. (LCDR) Steve Winter head of the branch clinic.

Although the main influx of patients arrive seeking treatment for a cold, flu or muscle strain, many find their way to the door of Dr. Marshall Coby, head psychologist for branch clinic.



HM1 Carol Hunter of Trenton, N.J., instructs an "A" school student on how to properly draw blood from one of the recruits going through medical in-processing at *Red Rover*.

"Rooting out possible threats of mental sickness is a main concern here," said Coby. "Although a lot of the cases are homesick recruits, we occasionally see a recruit come through who would not be suitable for duty and could pose a threat to the fleet."

While the doors to the clinic may seem like a revolving door to some, the utmost care is provided to every new Sailor. From dehydration and exhaustion to the nasty cut on the chin a

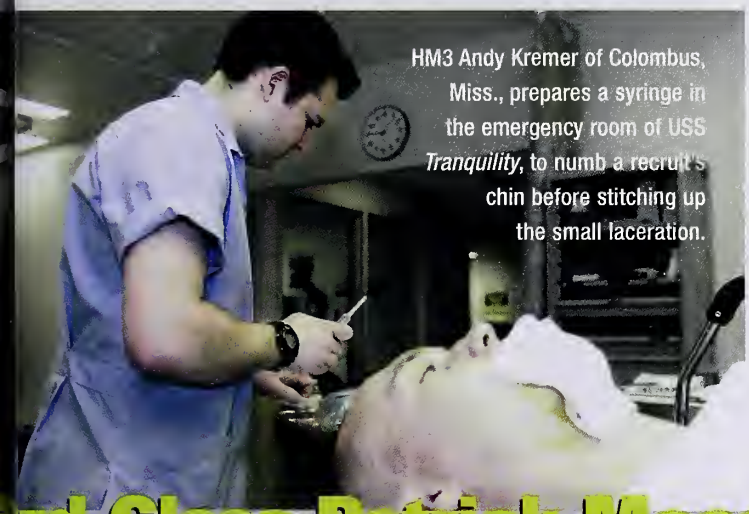
recruit gets from slipping on icy ground at Great Lakes, the corpsmen and doctors of *Tranquility* see everything but calm until the doors close at night. Even then, duty personnel can get a rush of needy recruits.

The medical attention doesn't stop once the recruits have graduated boot camp, though; on another side of the base, Sailors, "A" school students and family members are seen for any and all health-related problems at Branch Clinic 237. There, all non-recruit commands are treated for sick call, optometry, physical and occupational health, preventive medicine and overseas screenings.

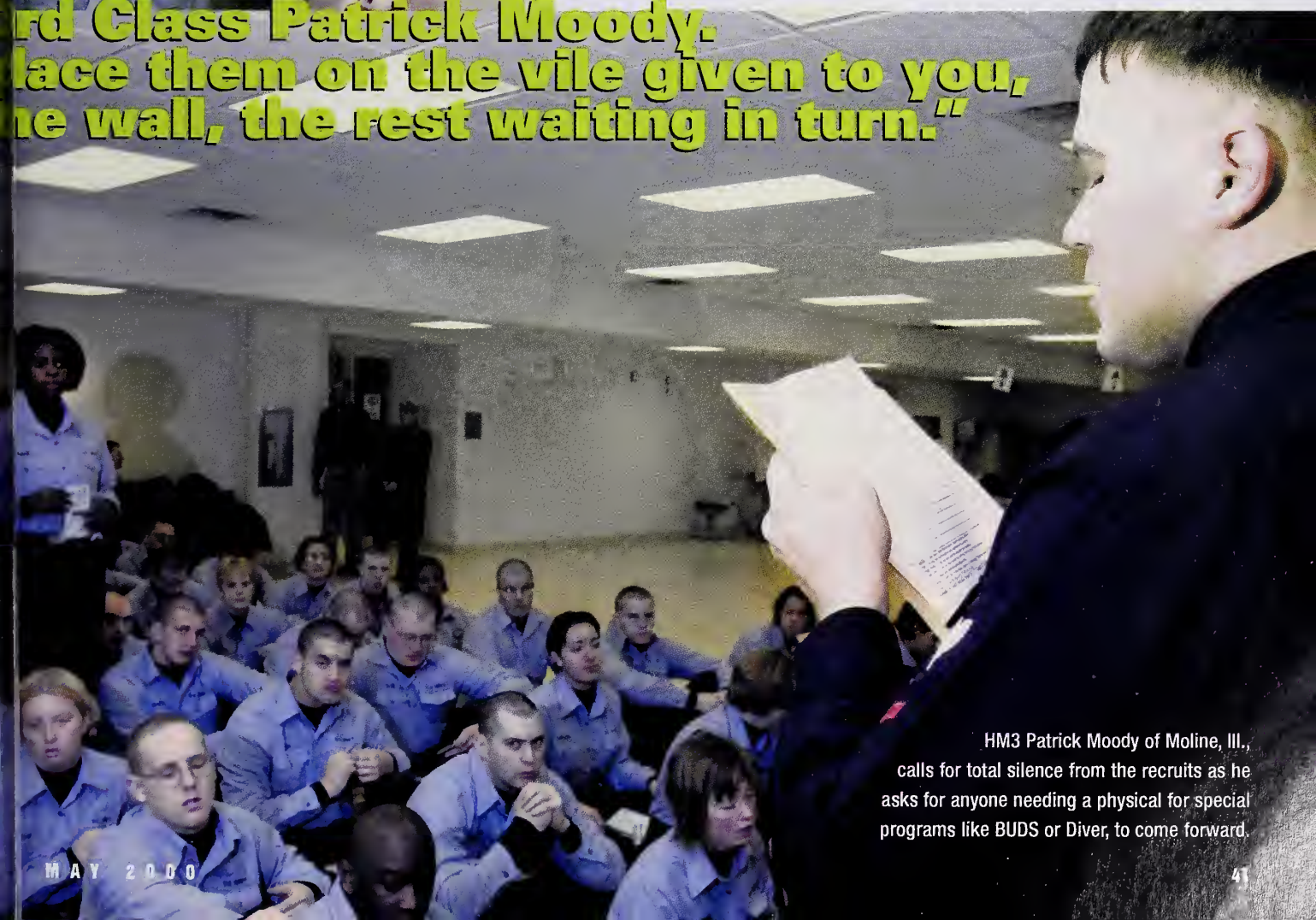
Since the consolidation of training commands to Great Lakes, the medical teams here have had to adjust to rapid growth and growing technology. Working hard to upgrade both quality of care and reputation, the medical team as well as the whole command have made drastic changes in their services. For the medical community, building clinics *Red Rover* and *Tranquility* two years ago was the first step in ensuring Sailors have the services they require. They are training these recruits to stay well and fit, a lesson they are proud to know is carrying itself to the fleet.

"The personnel I have here are our best asset in ensuring these recruits are well taken care of," said HMC(SW) Randy Frazier. "Not only do they work rigorous hours and treat thousands of personnel per year, they do it quickly, in a time sensitive arena where quality, care and professionalism are still observed."

Watson is a photojournalist assigned to All Hands.



HM3 Andy Kremer of Colombus, Miss., prepares a syringe in the emergency room of USS *Tranquility*, to numb a recruit's chin before stitching up the small laceration.

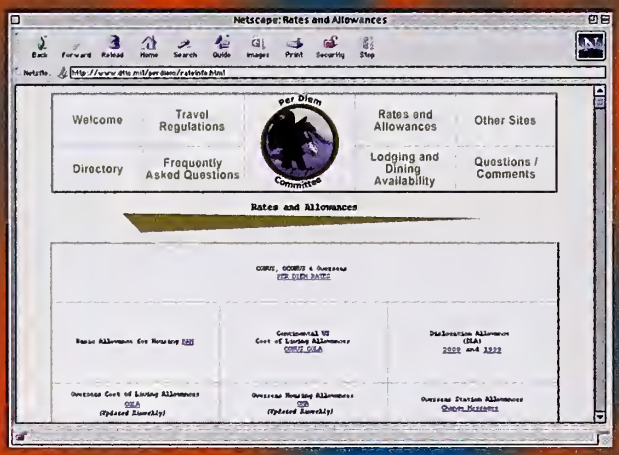


HM3 Patrick Moody of Moline, Ill., calls for total silence from the recruits as he asks for anyone needing a physical for special programs like BUDS or Diver, to come forward.

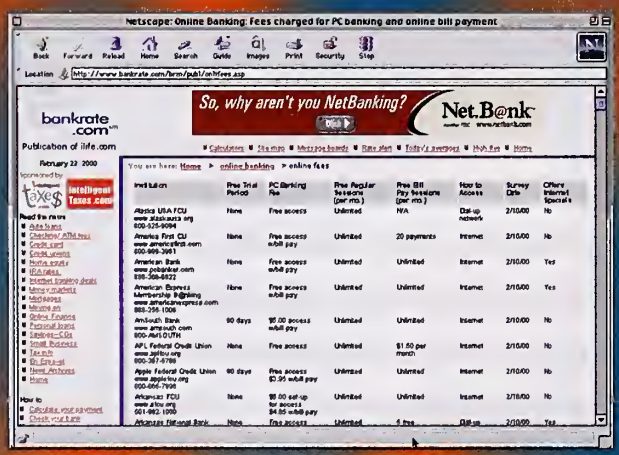
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CyberSailor

In Touch Out at Sea



www.dtic.mil/perdiem/rateinfo.html



www.bankrate.com/brm/publ/onlifees.asp

When Sailor Joe walks aboard USS *Atsea*, salutes the ensign and waits to hear, "Underway. Shift Colors," he is leaving more than a pretty face on the pier. He's leaving behind a lot of responsibilities, some he wishes he was there to care for.

When salty Jane gets three-month overseas TAD orders to East of Everything, she wonders how she will pay her rent, utility bills and who will feed her fish.

These situations are nothing new. What is new is the many Sailors who have started to use online banking instead of laying these burdens on their families and friends – except to feed the fish. Better than online banking is online bill pay. It's an automated way for Sailors to keep their finances in the hands of the person who cares the most, themselves.

More than 620,000 people use the leading online banking firm; 21 online institutions have home banking programs with 50,000 users or more. Services vary, but they have more similarities than differences.

You can expect online banking (without bill-pay) to be free. Some institutions will require a one-time, set-up fee of about $10, but most do not. Bear in mind, there is usually the requirement to hold a checking account with the bank. As most Sailors know, there can be a drastic difference in interest rates, minimum balances and possible fees associated with any checking account. That is a separate matter to investigate. But competition for online banking customers is high; if you don't want to use the service from your normal bank, most banks will let you establish your account from the web.

Normal online banking will let you do standard transactions: transfer from one account to another; order checks; check your balance and transaction activity — things you may have done before on the phone.

The gem in the oyster shell for Joe and Jane is automated

The appearance of commercial websites in All Hands *does not imply endorsement by the Departments of the Navy or Defense.*

online bill pay. Joe knows the normal bills he pays each month. Before he deploys, he plugs addresses and amounts into his online account and doesn't worry about his rent, car insurance, cell phone contract, internet service provider and other bills. He schedules each bill to be paid at intervals or as one-time payments. Easier than allotments? You Betcha!! And, Joe can change his payment amount or frequency in just 10 minutes, from any computer on the internet.

Some institutions you regularly deal with may have options for automatic electronic deductions from your checking account. Many people feel more comfortable, though, keeping their bank routing numbers, etc., with their bank as opposed to handing it to every gas and electric company they will ever use. Many bill-pay services will accept electronic billing from these places and pay the exact amount, on time, without giving the utility company your checking numbers or authorizing them to take automatic drafts from your account.

Web bill pay is fairly economical. While some banks will offer free bill-pay service as an introductory offer, for say, three or six months, most will charge $3 to $10 a month. This will get you 10 to 15 payments a month from the service. Each additional payment will cost 25 to 30 cents.

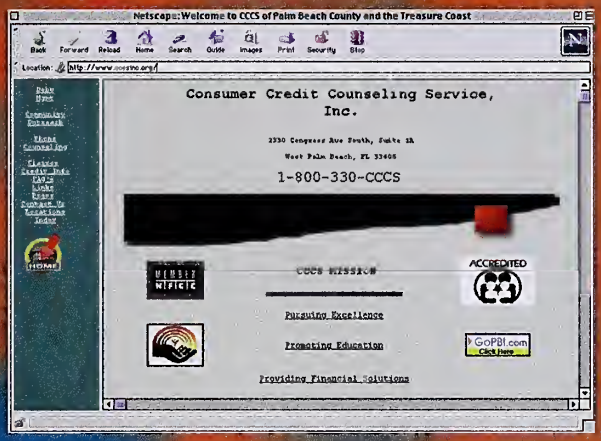
So Jane pays her rent, her electric and phone bills, and guess what, she sends her girlfriend an automatic check each week for fish care. Hands-free.

Do the math. Stamps are 33 cents each and extra payments cost about 30 cents. For a list of more than 120 banks offering online service, from A to Z, their costs and features, look at: **www.bankrate.com/brm/publ/onlifees.asp** This site can give you an idea of how good the offering from your bank is. Of course, using on-line bill pay doesn't increase your pay; it just helps you organize your finances.

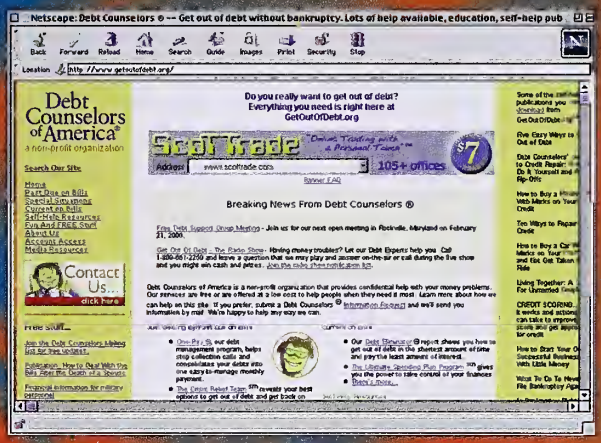
If you have questions about things affecting your pay like per diem, COLA and BAH, you could look at: **www.dtic.mil/perdiem/rateinfo.html.** Or, if you feel things slipping out of hand, you can check out Consumer Credit Counseling service at: **www.cccsinc.org** or Debt Counselors of America at **www.getoutofdebt.org.**

And, you may be encouraged to choose a "secret password"... as opposed to any banking passwords you may not have kept secret among family and friends. So, whatever the cost, CyberSailor encourages you to check it out – you might find you like it.

CyberSailor



www.cccsinc.org



www.getoutofdebt.org

Cyber-Banking

Eye on the Fleet

EYE ON THE FLEET is a monthly photo feature sponsored by the Chief of Information Navy Visual News Service. We are looking for HIGH IMPACT, quality photography from SAILORS in the fleet to showcase the American Sailor in ACTION.



WHAT A RUSH

Navy Sea Air Land (SEAL) Team 1 conducts static-line parachute operations from a C-2 Carrier Onboard Delivery (COD) aircraft attached to Fleet Logistics Support Squadron (VRC) 30, Det. 5, over Andersen Air Force Base, Guam.

Photo by PH1 Chris Desmond

An F-14A *Tomcat* of Fighte
afterburner as it prepares
USS *Enterprise* (CVN 65) d

Photo by PH3 Karl Peters

NIGHT LIGHT





BANK-TURN

An F/A-18E *Super Hornet* strike-fighter banks into a turn during operational testing at the Naval Air Weapons Station at China Lake, Calif.

Photo by Capt. Dana Potts

VF) 41 goes into full
om the flight deck of
ght operations.





TRAINING TECHNIQUES

AN Christine Belanders, of Baltimore, handles the primary hose on the flight deck for a recent fire drill on board the multi-purpose Amphibious Assault Ship USS *Essex* (LHD 2). Fire fighting techniques are taught to all of the crewmembers who work on Essex's busy flight deck.

Photo by PHAN Timothy Nequin



RAINING LIGHT

USS *Cape St. George* (CG 71) underway while participating in *Joint Task Force Exercise (JTFX) 00-1. JTFX 00-1* is a comprehensive pre-deployment certification exercise conducted off the eastern coast of the United States.The exercise is the final test before the battle group departs for a routine deployment to the Mediterranean Sea.

Photo by PH3 David E. Carter II

To be considered, forward your images with full credit and cutline information, including: full name, rank and duty station. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date.

Commands with digital photo capability can send attached .jpg files to: navynewsphoto@hq.navy.mil.

Mail your submissions to:
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NAVAL MEDIA CENTER,
2713 MITSCHER RD., S.W.
WASHINGTON, D.C. 20373-5819



Are Your Eyes on the Fleet?

Any Day in the Navy 2000

***All Hands* wants quality photographs that capture Sailors, Marines, Navy civilians, Naval Reservists and their family members at work and at play, erforming those daily tasks that contribute to mission accomplishment. The shoot has been extended to encompass an entire week to allow commands nore flexibility. Selected photos will be published in the October 2000 issue of *All Hands*.**

Photos taken should reflect the diversity of both people and capabilities in the U.S. Navy and must be shot during the week of Sunday, May 21 through Saturday, May 27, 2000. Photos depicting safety or uniform olations will not be considered. The best shots tend to be candid and unrehearsed, displaying the imagination and creativity of the photographer. All submissions must include full credit information (see below). aptions must be attached individually to each photo or slide. To be considered, photos must be received at *All Hands* by July 5, 2000. Photos will not be returned. Submit processed and mounted color slides, or uality color prints, either 5"x7" or 8"x10". Digital images will also be accepted with a minimum pixel size of 2,000 x 1,200 (approximately 5"x7" at 300 dpi). Digital images can be submitted on a Zip disk with cutlines nd photo credits embedded. Zip disks will not be returned. Commands with digital photo capability can send attached .jpg files to Chief of Information Navy News Photo Division at navynewsphoto@hq.navy.mil. The ubject line for all such submissions should read: Any Day Submissions.

Mail submissions to: Naval Media Center, ATTN: Photo Editor, NDW, Anacostia Annex, 2713 Mitscher Rd., S.W. Washington, D.C. 20373-5819
Be sure to mark all packages as *"Any Day Submissions"*

PHOTOCOPY THIS FORM & ATTACH TO PHOTOGRAPH

Name: _____ **Rank:** _____

Duty station (including mailing address & phone number): _____

Where was the photo shot: _____

Caption (what is happening in the photo): _____

Person(s) pictured (including first/last names, ranks/rates, warfare designations & hometowns): _____

_____

Taking You There... Prepare for Heavy Rolls

By JOCS(AW) Dave Desilets

Editor's Note: Apply motion sickness patch 12-hours before, and read in rocking chair for effect.

Every Sailor has a sea story to tell. Some are salty yarns better kept in small circles. However, other "tall tales" paint the very nature of life at sea.

It is these Sailor experiences that *All Hands* strives to present. Through bigger photographs, brighter colors, innovative design and quality writing, we try to break through the flat dimensions of print media and bring you the fleet as it is lived.

So what's my two bits you ask?
(Sit down in your rocker ...)

Aboard the since-decommissioned USS *John King* (DDG 3) on submarine exercises in the Atlantic, I was a novice seaman apprentice, new at the haze gray and underway thing.
(Start gently rocking and have a snack.)

The first day at sea quickly became uneventful history. I proudly passed the spaghettios test on the mess decks, purposely served by the mess management specialists to see who would cut it and who would lose it. No problems there.

Day two and the seas are 'a changing'.
(Rock yourself a little harder, a little faster; put the snack down.)

Off the Nantucket coast, it was getting pretty rough. Inside SITE-TV on the 03 level, I kept "Happy Days" reruns going from a stable position seated on deck. I thought I was going to be crushed by the creaking electronic cabinets towering around me as the ship listed and rolled, tilted and teetered. While not sick at this point, my stomach started to lose its confidence gained during yesterday's canned pasta endeavor.

Outside on the weather decks, I couldn't believe the dark, looming swells caving in around the second ship of the *Adams*-class destroyers. They were 40-foot monsters. In the stormy night, I hugged whatever bulkhead I could, grabbed handrails and climbed toward the bridge like a mountaineer with loose rocks under foot and a wet wind in my face.
(Begin pushing your rocker to its limits. Don't bother taking anti-nausea medication ... it's too late.)



Green water pounded the bridge windshields, rendering the clicking wipers useless. Ahead, one could catch only glimpses of the bow and forward gun mount as they appeared and disappeared into the violent sea, resulting in a jarring, hard shudder felt and heard throughout the ship. The quartermaster jokingly told the bos'n to pass "dive, dive, dive" over the 1MC.

Meanwhile, the OOD was passing cookies around - and I don't mean the ones made by elves in the hollow tree. He wasn't the only one. In fact, I was really starting to feel queasy. So, I decided to heed my rack's calling before I lost face.

Navigating the passageways and ladders like some bad funhouse rope bridge and obstacle course combined, I learned to walk on bulkheads. I passed the command master chief gripping his full coffee mug without a spill and chuckling at my paleness.

Exhausted and ill, I decided not to make the arduous climb to my top rack. Instead, I crumpled to the deck like a rag doll.
(Deliberately tip your rocker and drink. The party's over.)

All of a sudden, seawater rushed in from an overhead hatch. As others sped to stop the minor flooding, I laid face-down amid sloshing salt water and floating socks. That's when I decided to lose it and add to the berthing deck soup I was lying in.
"Flooding, flooding, flooding... hurling, hurling, hurling!"

Too weak to get up, my shipmates quickly came to my aid. They picked me up and wiped me off. Later, we began to log this sea story in our memories, and it has grown in grandeur since.

Nonetheless, *John King* and crew did make it back from Nantucket's clutches a bit bruised and banged, but no worse for the wear. We had a new found respect for the sea and a greater sense of camaraderie discovered amid our shared adventure.

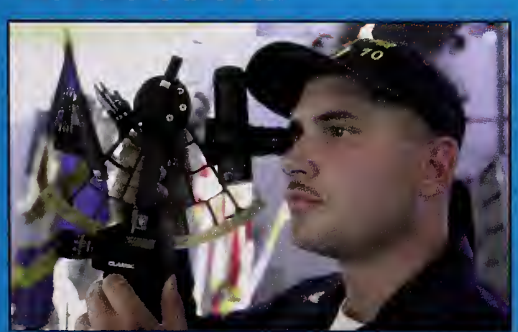
So, what's your salty tale? Send it to All Hands *at* Desilets@mediacen.navy.mil *along with your full name and POC information. Maybe you could have the "Last Word" and take us there.*

10Xteaser

This Month: This instrument will take you to a new high. What is it?

Photo by JO1 Robert Benson

Last Month's answer:

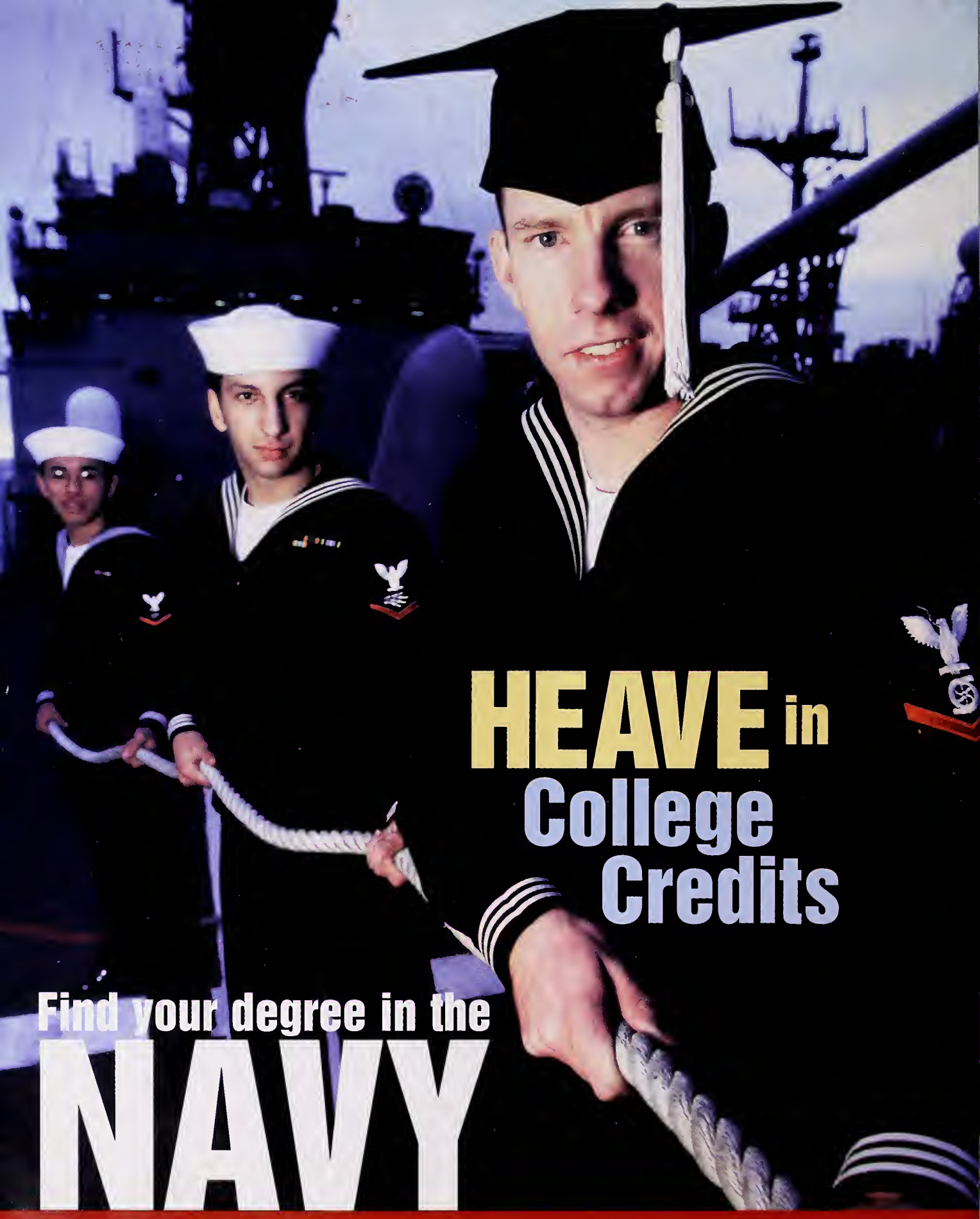




A quartermaster's favorite tool, the sextant, used in charting the course while underway.

Photo by PH2 Aaron Ansarov

Go to our website at www.mediacen.navy.mil or wait for next month's inside back cover to learn the answer.



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For more information on the Navy College Program
check out www.navycollege.navy.mil

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ALL HANDS

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Prowler Power

Magic Talisman in the Sky

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All Hands

June

Number 998

Features

14 Into the Deep
Hard Suit 2000 is a new dive suit being tested by Navy divers that can go to depths of 2,000 feet in 20 minutes. This provides the capability of spending eight hours below the surface and coming back up without the need for decompression.

20 Turning Point
Fifty-eight years ago this month, what started as another real estate grab by the ever-advancing forces of Imperial Japan, ended in blazing action that sealed forever Japan's fate — the Battle of Midway.





Photo by PH2 Aaron Ansarov

38 Warfare by Magic
Sanctuary, protection, safety and survival are ideas pilots appreciate. The EA-6B *Prowler* goes unnoticed until it strikes, protecting pilots by suppressing enemy air defenses.

All Hands

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32 **Master of the Game**
His morning routine is more than community service. This Navy master chief is also the head basketball coach for high school kids who are learning discipline, academics, commitment, teamwork and attitude in addition to improving their lay-ups.



Photo by PH2 (AW) Jim Watson

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48 **The Final Word**



On the Front Cover

AD3 William Gager, ADAN Travis Bienemy, AEAN Robert McGlothlin, AME3 Jennifer Pitman, ATAN Roger Eladli, AT3 William Spencer III, ATAN Jacob Thum and AE2 Robert Frey, members of VAQ 209 at Andrews Air Force Base show off their EA-6B *Prowler*.

Photo by PH2 Aaron Ansarov, assisted by the* All Hands *team.

Next Month

***All Hands* finds Navy Search and Rescue team members on NAS Patuxent River, MD.**

Check us out Online at:
www.mediacen.navy.mil

V for Victory

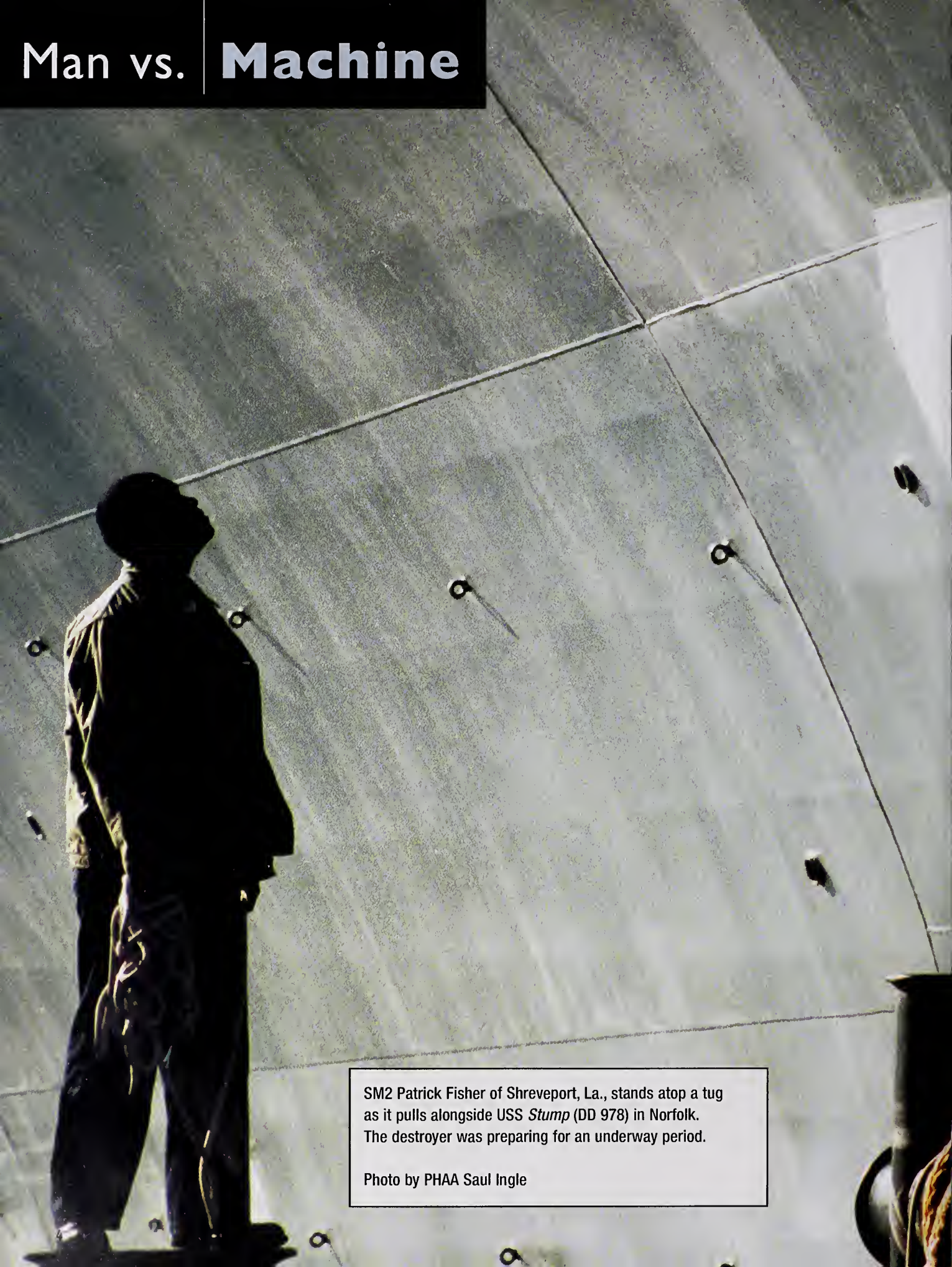




"I didn't know about it until yesterday," said former Navy Fireman Recruit Edwin L. Lewis, recipient of the World War I Victory Medal from RADM Edward Hunter, Commander, Great Lakes Naval Training Center. "I knew something was going on when my son came to town." The 104-year-old received the medal after his daughter Mae Vandershaft (right) researched his record and noticed an 80-year discrepancy that was never entered after Lewis' tours aboard USS *Ohio* (BB 12) and USS *Stringham* (DD 83).

Photo by PH2(AW) Jim Watson

Man vs. Machine



SM2 Patrick Fisher of Shreveport, La., stands atop a tug as it pulls alongside USS *Stump* (DD 978) in Norfolk. The destroyer was preparing for an underway period.

Photo by PHAA Saul Ingle



Around the Fleet

Editor,
I read with great interest your article on "preemies" and the wonderful work being done at Bethesda Naval Hospital. It brought back many memories, both good and bad, of our own struggle with extremely premature babies.

My wife gave birth to a set of quadruplets (three girls and a boy) on Oct. 17, 1998. They were born at 25 weeks gestation and weighed from 1 lb. 9 oz. to 1 lb. 11 oz. All are doing well today, but with varying medical problems incurred due to their prematurity.

I just wanted to say the article was well written and provided very accurate information concerning the medical consequences with extreme preemies.

With the environment today of very successful treatment for infertility, the possibility of high-order multiples has increased, with the added near certainty of them being premature. The only real question is how early they will come.

Our experience in this particular area is quite extensive due to the myriad things encountered by our quadruplets.

AK1(AW) Riley D. Smith
VP-62
Jacksonville, Fla.

Editor,
I like the idea of an images gallery to enable people to download reasonably sized photos. There are no captions with the pictures, however, so that means I have to go back to the specific issue of *All Hands* and then search for the photo. You really don't post all the photos from an issue, either, and that should be made clear.

In your February 2000 issue, I was particularly interested in the photo of Carl Brashear posing with the actor Cuba Gooding Jr., but while the photo was in the article, it wasn't in the image gallery. It really would be helpful to put all the photos in the image gallery, along with a brief caption, if at all possible. Thanks for your consideration.



Jerald Anderson
[ordewingate@dellnet.com]

Editor,
While your February 2000 edition had a nice story about USS *Missouri* (BB 63) having well over 300,000 visitors, it failed to mention that it is a "public" museum, and that everyone is charged to gain access to it —$8 just to board the ship, or $14 for a tour and to gain access to the interior.

CTRC Edward K. Heiberger (USNR)
NRSG Denver

BY THE Numbers

104
The age of former Navy Fireman Recruit Edwin Lewis of Buffalo Grove, Ill., who recently received the World War I Victory Medal. (See photo Page 2/story Page 12)

2000
The extreme depth at which the Hard Suit can operate below the surface of the ocean. (See story Page 14)

123
The number of EA-6B *Prowlers* in the Navy inventory scheduled to receive new communication and navigation equipment by 2005. (See story Page 36)

1000
The weight of the statue "Sailor Pride" by retired CAPT Bob Rasmussen. (See story Page 47)

SHIPMATES



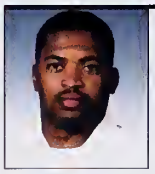
Boatswain's Mate 2nd Class (SW) Anthony Hernandez Jr. from Chicago, was selected as the 1999 Senior Shore Sailor of the Year for Mobile Diving and Salvage Unit 2, Little Creek, Va. Hernandez is currently assigned as both departmental yeoman and training petty officer for the craft department.



Information Technology Specialist 1st Class (SW) Kathleen Harris was recently named Allied Command Atlantic's (ACLANT) Military Member of the Year. Harris, a native of Atlanta, performed a number of duties to include the command's local area network administrator, help desk administrator, command indoctrination coordinator and equal opportunity representative.



Aviation Maintenance Administrationman Airman Ronald A. Nush was selected as the Naval Air Warfare Center Weapons Division Junior Sailor of the Quarter, Naval Weapons Test Squadron, China Lake, Calif. Nush performed the duties of a second class petty officer as the enhanced comprehensive asset management system and night shift supervisor for logs and records, and he maintained a "zero" discrepancy rate with the flight records in the Naval Aviation Logistics Command Management Information System



Religious Program Specialist 2nd Class (FMF) Johnnie L. Boyd was selected as the 1999 Junior Sailor of the Quarter at Naval Station Roosevelt Roads, Puerto Rico. Boyd performed his duties at the base chapel in an outstanding manner. He is also a volunteer for the Delta Ministry Team in their efforts with kids on base, and a key player for the DEFY (Drug Education For Youth) summer camp and the fall mentoring program.

Editor,
I just finished reading the story which covers SBU-22 in the March issue of *All Hands.* I found the story interesting and feel that it described the job that SBU-22 does very well. However the story failed to mention that there is more to being a Special Warfare Combatant Crewman than just Riverine operations.

SBU-20 and SBU-12 both conduct coastal Special Warfare operations throughout the world in every environment possible. Not to take away from our riverine brothers, but it would be nice for once if a story was done which covers the entire spectrum of what being a SWCC operator entails.

For example, recently, SBU-12 operators saved some Marines off the coast of Camp Pendleton, Calif. What was reported in the news and various periodicles was that SEAL boats saved the Marines.

I guess what I'd like to say is that we are not SEALs. We are Boat Guys and it would be nice to see a story that actually tells what it is to be a SWCC operator and not just the Brown Water type.

IT1(CC) T. Howdeshell
SBU-20

Editor,
Bravo Zulu for *All Hands.* Well, done!! I'm thoroughly elated to see USS *Squalus* article in print. My uncle, Chief Electrician's Mate Lawrence Gainor, was one of the survivors on USS *Squalus.*

Many thanks!!

Sandra L. Alwardt
Director for
Administration Officer
Naval Hospital, Great Lakes, Ill.

Master Chief Petty Officer of the Navy
MMCM (SS/SW/AW) Jim Herdt



Photo by JO1 Robert Benson

Speaking with Sailors

Questions from *All Hands* calls on the MCPON's recent visit to Bangor, Wash.:

Q: Why did we change the PRT program so much?
A: These changes have been in the works for more than a year now. We think we've got the emphasis where it should be — on living a healthier lifestyle.

The new standards are built around goal-oriented milestones for Sailors to attain. They're tougher, and the different levels within the categories help Sailors build toward the next fitness level. The tougher standards also give more room for improvement for many more Sailors.

One of the biggest changes regarding the scoring of the PRT is that a Sailor's overall score is whatever category they score the lowest. This is specifically designed so Sailors will work to improve their overall fitness. Sailors were trying to compensate for weaknesses by building on established strengths. The change is already proving successful because Sailors know their weaknesses, and they are working to turn them into strengths.

The new program is more of an assessment of a Sailor's standing within his/her own physical fitness programs. The Navy culture of fitness, and maintaining fitness and body-fat standards, requires a consistent commitment by the individual member to a healthy lifestyle.

It's every Sailor's responsibility to promote the culture of fitness in both their words and their actions. There are few better ways for leaders to lead junior Sailors from the front than by endorsing and participating in a pro-active PRT program. This builds a better-fit Sailor and Navy. Both result in higher morale throughout a command.

Other big improvements include how we help marginal Sailors get back on track. The new program is pro-active in intervening with Sailors who are marginal before failures occur. It also has a clear road to redemption for Sailors who do fall below standards.

> **"It's every Sailor's responsibility to promote the culture of fitness in both their words and their actions."**

All the way around, this new program is a win/win situation for Sailors and our Navy. The difference between our Navy today and the Navy of 10 years ago is amazing from top to bottom, and we want to continue improving on our already great Navy.

Speaking with Sailors **is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.**

Korean War Commemorative Events Announced

DOD has announced this year's national and international calendar of events for the 50th Anniversary of the Korean War Commemoration. Coinciding with the start of the Korean War in 1950, the first commemorative event will be held the morning of June 25, 2000, with a wreath-laying ceremony in Arlington National Cemetery, followed by an afternoon opening ceremony at the Korean War Veterans Memorial on the Mall in Washington, D.C.

The commemoration, authorized by Congress and conducted by DOD, will thank and honor veterans of the Korean War and their families, especially those who lost loved ones. During a four-year period, more than 35 commemorative events are scheduled to show a "Grateful Nation Remembers" their service and sacrifice. From 2000 to 2003, events will take place throughout the United States, Republic of Korea and the Pacific, reflecting the U.S. military, its allies and the United Nations' concerted efforts during the Korean War.

The Year 2000 Commemorative Events are as follows:

JUNE 25 — Commemoration Wreath Laying & Opening Ceremony, Seoul, Korea/Washington, D.C.

JUNE 28 — Task Force Smith Commemoration, Arlington National Cemetery, Arlington, Va.

JULY 5 — Twilight Tattoo, on the Ellipse, Washington, D.C.

SEPT 13 — Breakout of Pusan Perimeter, Teagu, Korea

SEPT 15–17 — Inchon Landing/Pusan Perimeter, Norfolk, Va.

NOV 11 — Changjin (Chosin) Reservoir, Seoul, Korea

DEC 7 — Changjin (Chosin) Reservoir, Camp Pendleton, Calif./San Diego

DEC 12 — Hungnam Redeployment & Evacuation, Navy Memorial, Washington, D.C.



In addition to these events, commemorative communities throughout the nation will recognize veterans and their families by hosting local events and supporting school programs that teach the history of the Korean War.

The commemorative community program was the foundation for the World War II commemoration where more than 7,800 communities actively participated. The commemorative community program continues during the Korean War Commemoration. Communities will use educational products developed by the committee — maps, posters, books, fact sheets, stickers, flags etc. — and Korean War veterans to help teach people of all ages about the Korean War.

For more information about the 50th Anniversary of the Korean War Commemoration, call 703-602-6076 or visit the web site at **korea50.army.mil/.**

Relocation Assistance Available Online

Sailors, Marines and their families know the stress involved in Permanent Change of Station (PCS) transfers. To keep that stress from leading to a bad start for service members at their new command, the Department of Defense (DOD) is merging traditional transfer counseling and material with online support.

Service members can now find online information on everything from PCS regulations to children's education.

Government Internet relocation information can be found at the following web sites: SITES (Standard Installation Topic Exchange Service) sponsored by the Office of the Secretary of Defense and the Defense Manpower Data Center, provides worldwide relocation information on major military and associate installations. It is located at **www.dmdc.osd.mil/sites.**

Lifelines, the Navy's Quality of Life information mall, serves the QOL needs of service members and their families around the clock and around the world. Located at **ww.lifelines4qol.org,** it contains information and links to government and commercial sites.

DOD and the Office of Family Policy provides a website called Military Acclimate to assist military personnel in determining cost-of-move, cost-of-living and housing around military installations. It's located at **www.militaryacclimate.com /ktnmil2/home.asp.**

DOD Military Assistance Program (MAP) relocation station provides information, resources and links to assist in PCS move. It is located at **dticaw.dtic.mil/mapsite/output/relocate.htm.**

From NAVADMIN 007/00

Military Child Development Program

The Military Child Development Program provides information, resources and links on their program and Military Child Development Centers. It's located at **dticw.dtic.mil/milchild/.**

The Department of Defense Education Activity (DODEA) provides information on everything about the DODEA school system, including how to register your children and request transcripts. It also provides information about and test scores from individual schools; and special sections for parents, teens, and kids. It's available at **www. odedodea.edu.**

For PCS rules and regulations visit **www.dtic.mil/ perdiem.**

In addition to Navy relocation sites, several free commercial sites offer interactive information tailorable to location, printable in



Sailor at Sea is the 100,000th to Get SMART Transcript

Gas Turbine Systems Electrician 2nd Class Christopher Randall Louk recently became the 100,000th Sailor to request and receive his SMART (Sailor/Marine American Council on Education Registry Transcript). Louk was underway on board USS *McFaul* (DDG 74), when he accessed the Navy College Program Web site (**www.navycollege.navy.mil**) to get a copy of his SMART online. The SMART is a feature of the new Navy College Program. It documents recommended college credit for a Sailor's military training and occupational experience.

"We were at quarters on board the ship when our chain of command informed us about the SMART, so I decided to go to the Navy College Program web site and cheek it out," explained Louk. "I went to the site, filled in the requested information and found out that I had a total of 63 recommended college credits from the Navy schools I had attended. Later that day the ship received an e-mail informing them I was the 100,000th requestor."

Louk, from Elkins, W. Va., works on most of the electronics for the ship's engineering plant. He also performs mechanical maintenance in engineering on the main engines and generators.

"I like the SMART because it allows Sailors to get an idea of what they have accomplished since the start of their career in the Navy," said Louk. "It also allows someone to see how his or her accomplishments relate to obtaining a college education." Louk said that many of the sailors aboard *McFaul* are using the Navy College Program web site to get their transcripts.

Louk's future plans are to get a bachelors of science degree in electrical engineering. He already has a degree in exercise physiology.

If you wish to obtain your individual, unofficial SMART via the Navy College Program web site:

— go to the Navy College Program Web site at **www.navycollege.navy.mil**

— click on "here" to get your SMART.

— click on "Sign into SMART as an individual." You will now be on the page to enter your SSN and password. If you have never requested a SMART, enter SSN only. The system will bring up another screen for first time users, to enter additional personal information.

— You will need your pay entry base date, located on your leave and earning statement (LES) to access your transcript.

While SMART is now available online, Sailors and Marines may still request copies from the Navy College Center by calling DSN 022-1828 or 1-877-253-7122, via e-mail at nee@smtp.enet.navy.mil or by visiting their local Navy College Office. Your official SMART transcript can be sent directly to an academic institution of your choice, and must be requested from the Navy College Center or by visiting your local Navy College Office.

Story by JO1(AW) Dean Persons who is assigned to the public affairs office, Chief of Naval Education and Training, Pensacola, Fla.

various formats, and usually very current.

Commercial websites also offer excellent one-stop shopping for relocation assistance to military personnel. Many sites provide services to active duty, reserve, retired, veteran, DOD government contracted personnel and their families. Some provide site maps of installations and detailed community-based information, such as schools, yellow pages, home sales, rentals, local business directories, news and magazines and local TV and radio stations.

Commercial sites can be found through an advanced search function on any Internet search engine by typing in "military relocation." Some commercial sites are available at Lifelines **www.lifelines4qol.org**.

Service members can assist future PCSers by providing feedback on service provided through commercial sites to the Lifelines Relocation Store at **www.lifelines4qol.org/table/welcome.wt5.htm.**

Story by Pacific Fleet Public Affairs

Ney & Hill Award Winners Named

The 2000 winners of the Navy CAPT Edward F. Ney Memorial Awards and the Marine Corps Maj. Gen. W.P.T. Hill Memorial Awards for outstanding food service in the Navy and Marine Corps were recently announced by Navy Secretary Richard Danzig.

This year the Ney Awards program was expanded to recognize afloat participants from both the Atlantic and Pacific. The ashore awards program was revised to score all general messes on established criteria and award three-star through five-star ratings to each.

The Ney awards were established in 1958 and the Hill Awards in 1985 by the Secretary of the Navy and IFSEA to improve and recognize quality food service in the Navy and Marine Corps. IFSEA is a food service industry trade association whose members include executive chefs, operators, and dietitians. consultants, managers and owners of catering firms, restaurants, hotels and clubs.

The awards recognize overall food service excellence by evaluating key areas in customer service, restaurateurship, cleanliness and management. An independent team that reviewed food preparation, management,

Around the Fleet

administration, equipment safety, sanitation, plastic waste and disposal evaluated each category. The evaluation teams were made up of senior Navy and Marine Corps Mess Management Specialists and representatives from IFSEA.

To see the list of winners, visit our web site at: **www.navsup.navy.mil.**

Story by Elizabeth Van Wye, public affairs officer, NAVSUP.

Promising Fire Fighting Air Foam Tested

First-phase testing was recently completed on the TFS/Flightline extinguisher, a new fire fighting technology that uses a foam that is more environmentally friendly and efficient than old systems to put out flammable liquid fires. Navy is considering the use of the TFS/Flightline on aircraft carriers.

Flammable liquid fires are bad news for the environment - not only from the fumes and air pollution they cause, but also the chemicals used by fire fighters to extinguish them. Most flammable liquid fire fighting agents contain halons, which are a form of CFC (chlorinated fluorocarbons). CFCs deplete the ozone layer that protects Earth from harmful radiation. Because the TFS/Flightline system uses natural products to generate its fire fighting foam, the environmental impact of the system is minimal.

In addition to the environmental benefits of the system, the TFS/Flightline extinguisher has other advantages. Compared to the existing halon-based systems, the TFS/Flightline needs less foam and is more effective on fuel fires. It also eliminates burnback, reducing the possibility of fires re-igniting after they've been extinguished, and is stable enough for use on flammable liquid fires near munitions. The air foam is also more durable, making it useful for securing hazardous material spills.



With the ban of CFCs in 1993, Navy partnered with research groups and private industry to find alternative, environmentally friendly methods of extinguishing flammable liquid fires. The TFS/Flightline program is a joint effort between Fire Foam Product Development Co., the Rapid Product Development Center of the Delaware Valley Industrial Resource Center and Ben Franklin Technology Partners.

NAVSOUTH Established

The Navy has established United States Naval Forces Southern Command (NAVSOUTH), the Navy component of the military's United States Southern Command (SOUTHCOM). The new organization will be commanded by RADM Kevin Green and headquartered in Puerto Rico.

Green will be responsible for Navy operational forces in the United States Southern Command's area of responsibility (AOR). He will oversee U.S. naval forces participating in drug enforcement operations and interaction with South American Navy forces, including the annual UNITAS operations around South America.

New Savings Bonds Offered

The Defense Finance and Accounting Service (DFAS) began offering the new Series I Savings Bonds and the existing Series EE Savings Bonds to active-duty and retired military members April 1. Civilian employees have been able to purchase I Bonds since March 1 through the Voluntary Payroll Savings Plan.

The I Bonds are sold at face value (you pay $50 for a $50 bond) and will be offered in $50, $75, $100, $200, $500 and $1,000 denominations.

The I Bonds were created by the Department of the Treasury to provide Americans an opportunity to protect the purchase power of their savings from inflation. Investors are being offered a bond with a fixed rate combined with semiannual inflation adjustments that will help protect purchasing power.

The I Bonds are an accrual-type security, meaning earnings are added to the bond each month and interest is paid when the bond is cashed. The I

TIME CAPSULE

Looking back to the month of June in previous years, we see the Navy fighting battles similar to those of today, namely rust and drug smugglers.

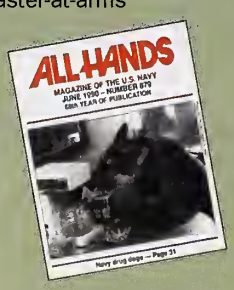


June 1950

The Navy was experimenting with an alternative technique for removing rust from Navy ships. "Wet sandblasting" offered the advantage of making less noise than applying a chipping hammer. More than 25 amphibious ships were cleaned of rust using the sandblasting method at the Columbia River Group, Pacific Reserve Fleet, Tongue Point near Astoria, Ore. Also, we reported on the last remaining service personnel stationed at Little Midway Island in the Pacific, who were scheduled to be withdrawn by June 15.

June 1990

This month in 1990 we took a close look at drug interdiction methods — dogs used to sniff out drugs, master-at-arms checking for drug use and using Navy hydrofoils to stop drug runners. The idea of devoting an aircraft carrier battle group for drug interdiction was on hold, but not yet dead. We also summarized changes that took place in the Navy during the 1980s, mostly in the area of improving services for Navy families.



On assignment



Photo by PH2 Jim Watson

"Since I've been attached to the *All Hands* desk in San Diego, opportunities have been coming from all angles. None of them have matched the recent opportunity to work with my peers in Washington, D.C.," said PH2 Aaron Ansarov (center), who shot this month's cover, with JO1 Robert Benson (right). "With *All Hands*, and photography in general, we are always challenged to come up with fresh ideas and new angles on the commonplace," Ansarov added.

For the airplane shot, Ansarov and the *All Hands* crew created a 60' x 60' square using strips of red paper on the flight line at Andrews Air Force Base, then rolled an EA-6B *Prowler* on top of the square.

With the help of the base fire department, Ansarov and assistants were able to achieve the angle necessary to get the shot.

"When working a picture like this, one has to become producer, director, photographer and grip all at the same time," said Ansarov. "If the people being photographed aren't on the same page or can't visualize what you are looking for, things can fall apart." Ansarov also had to contend with high winds tugging at the red paper. "It took a few rolls of duct tape and five people working together against time to keep the paper down," said Ansarov. "It's photos like this that make being a photographer worth it."

Bonds will grow in value with inflation-indexed earnings for up to 30 years.

The EE Bonds are Treasury securities and interest is added to the redemption value every six months and paid to the investor when the bond is redeemed. The purchase price of an EE Bond is 50 percent face value (a $100 bond costs $50) and is offered in $100, $200, $500 and $1,000 denominations.

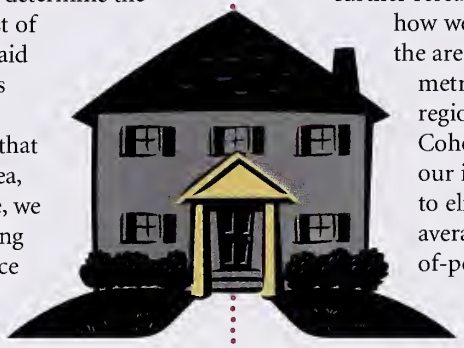
For more information regarding the benefits of the new I Bonds or the EE Bonds visit the Bureau of Public Debts web site on the Internet at: **http://www.savingsbonds.gov.**

Story by DFAS public affairs.

DOD to Fix Housing Allowance Gap

Many Soldiers, Sailors, Airmen and Marines will get an unexpected increase in their Basic Allowance for Housing (BAH) rates as a result of Secretary of Defense William S. Cohen's decision to restore the allowance to 1999 rates in areas where the 2000 BAH rates had been decreased.

"This action results in greater equity among all people assigned to the same duty location, and will also allow [DOD] to pause and examine how we survey and determine the average cost of housing," said Cohen. "It's extremely important that in every area, nationwide, we are providing an allowance which allows our men and women to live in quality housing.



"We have heard two things. First, that the difference between the old and new rates in areas where the rates decreased is simply too much, and second, that the allowance is not enough to rent the type of housing our people are actually occupying. As a result, I have decided to return areas in which rates decreased to their 1999 rates."

The intent of the new housing allowance system is to set the allowances based on the local cost of adequate housing. The new system also equalizes the out-of-pocket costs for members of the same grade across the country. Over the years, average out-of-pocket costs in higher cost areas had become significantly larger than in lower cost areas.

This year the out-of-pocket costs were set at an equal dollar value for every area based on 18.8 percent of the national median housing cost for each grade. The new system resulted in significant increases in allowances for members serving in very high-cost areas, but it also led to rate reductions in many other areas.

"In response to concerns from the field, I directed my staff to look at the quality of housing for which we are paying allowances; they concluded we need to do further research into how we establish the areas within a metropolitan region," said Cohen. "Given our initiative to eliminate average out-of-pocket expenses borne by our members by FY05, it does not make sense to lower rates for some of our people until we are absolutely sure we have it right."

Service members, whether single or married, are provided either government housing or a monthly stipend known as Basic Allowance for Housing to procure commercially-owned housing in civilian communities around military bases in the United States. The rates paid for BAH are computed using a statutory formula that is based on the actual cost of adequate housing in the areas where the people live. The Department uses a contractor to determine what the actual cost of adequate housing is in those areas.

The Department will propose to Congress the neces-

sary legislative changes to accomplish two actions: (1) provide authority to restore the allowance in areas where it decreased, retroactively, to Jan. 1, 2000, and (2) eliminate the current legislation that requires service members to absorb at least 15 percent of their housing costs.

Story by OASD public affairs.

Super Hornet Awarded 1999 Top Aeronautical Achievement

The F/A-18E/F *Super Hornet* has been selected to receive the NAA Collier Trophy recognizing the top aeronautical achievement in the United States for 1999. This award was recently announced by the National Aeronautic Association (NAA) at Patuxent River, Md.

The U.S. Navy and the Hornet Industry Team were recognized for "designing, manufacturing, testing, and introducing into service the F/A-18E/F multi-mission strike fighter aircraft, the most capable and survivable carrier-based combat aircraft."

The NAA's Robert J. Collier Trophy, established in 1911, is awarded annually "for the greatest achievement in aeronautics and astronautics in America, with respect to improving the performance, efficiency, and safety of air or space vehicles, the value of which has been thoroughly demonstrated by actual use during the preceding year."

The trophy is on permanent display at the Smithsonian's National Air and Space Museum, Washington, D.C., and is considered the greatest and most prized of aeronautical honors in America.

In 1999, the *Super Hornet* completed the most thorough and challenging operational evaluation in the history of naval aviation. During its "Test and Evaluation" phase, the F/A-18E/F has flown 6,876 mishap-free hours, including 2,917 hours in 1999.

Its documented performance makes the Super *Hornet* the most versatile, capable and survivable strike fighter aircraft in the world.

For more information about the F/A-18E/F *Super Hornet*, go to: **http://www.navy.mil,** select "Site Index" and scroll down to aircraft to select the F/A-18E/F *Super Hornet.*

Story by the F/A-18 public affairs office.



Photo by Captain Dana Potts

CHINA LAKE, Calif., Dec. 15, 1999 – An F/A-18E "Super Hornet" strike-fighter deploys a flare over Naval Air Weapons Station China Lake, CA.

104 Year-Old World War I Vet Receives Victory Medal

One hundred four year-old Edwin L. Lewis, a World War I Navy veteran from Buffalo Grove, Ill., recently received his long overdue World War I Victory Medal from RADM Edward Hunter, commander, Great Lakes Naval Training Center, Great Lakes, Ill.

Of the nearly 5 million Americans who served in World War I, some 500,000 were Sailors. Several months after the signing of the Armistice, the concept of a Victory medal was approved, and an Inter-allied Military Commission meeting in France formulated a set of recommendations that would evolve into the Victory Medal as we know it today.

Lewis' grandnephew learned that his uncle had never taken the necessary steps to request the Victory Medal to which he was entitled. The family contacted the Bureau of Naval Personnel, verified his entitlement, and then contacted the Naval Training Center to arrange for a presentation of the award.

Lewis, who has 11 grandchildren, 24 great-grandchildren and 4 great-great-grandchildren, enlisted in the Navy in 1917 and served on the battleship USS *Ohio* (BB 12) and the destroyer, USS *Stringham* (DD 83).

It is estimated that there are fewer than 4,800 American veterans of World War I still living.

Story courtesy of public affairs office, Naval Training Center, Great Lakes, Ill.

Sub Show at Smithsonian

The Smithsonian's National Museum of American History recently opened the U.S. Submarine Cold War Exhibition — the most comprehensive exhibition on nuclear-powered submarines and their role in the Cold War.

"Fast Attacks and Boomers: Submarines in the Cold War" features actual equipment from submarines that once circumnavigated the globe submerged in silent deterrence to nuclear war. Submarine equipment, declassified for display in this exhibition by the U.S. Navy, helps tell the story of the boats and the Sailors who operated them from the end of World War II in 1945 to the collapse of the Soviet Union in 1991.

Some recently declassified equipment on display includes: maneuvering room control panels (reactor, electrical, steam), control room attack center, weapons display and a Submarine propeller.

The exhibit is open daily from 10 a.m.-5:30 p.m., at the National Museum of American History, third floor of the East Wing (Enter through the Constitution Avenue entrance).

Updated Web Site for Sasebo

A dedicated web site has been created to provide a huge clearing house of information to help

the Fleet Activities, Sasebo, Japan, community regarding security issues.

The upgraded web site, developed by the CFAS Security Detachment, provides an extensive information base on topics including: anti-terrorism, bicycles, child safety seats, crime prevention, DARE, vehicle registration/de-registration, commercial taxis, traffic citations, traffic court, military working dogs (MWD), guest policy, traffic code, fingerprinting, lost and found, translator services, towing services and much more.

Visitors are also able to download copies of the Security Detachment's monthly newsletter and numerous Power Point presentations, providing detailed insights to help people tackle normal and abnormal day-to-day problems.

Chief Master at Arms (SW) Dwayne M. White, Security Detachment's Leading Chief Petty Officer, explained. "It's a massive challenge for the Security Detachment to effectively and efficiently promulgate information to enhance public awareness of various issues. We've established the web site, newsletter and an email contact list to aid us to better communicate with the public we protect and serve."

Machinist's Mate 2nd Class Harold S. Ball and Interior Communication Technician 3rd Class Erin N. Taylor recently assumed the duties and responsibilities as the detachment's webmasters. According to Ball, "The web site is not only for the local community but also for personnel with orders to a Sasebo command, folks seeking orders, as well as the casual surfer. Web site visitors can easily see the support and services available."

The Security Detachment, Sasebo, Japan, site can be viewed at **www.cfas.navy.mil/Dept/Security/50Index.htm.**

Navy Learning Network to Provide Worldwide Access to Training and Training Information

Navy training will soon be available anytime from anywhere in the world with a new program from the Chief of Navy Education and Training. The Navy Learning Network (NLN) will provide easy worldwide access to training and training information via a single, integrated web site.

The NLN web site, **www.navylearning.navy.mil,** is being tested and is scheduled to stand up by summer 2000. Initially, the site will have only a portion of what is planned for its contents during the next few years. The site will grow in increments, as internet-based courses are acquired from industry and existing Navy courses are converted for web delivery.

Through the NLN, courses will be available at no cost to all personnel, active-duty and Reserve Sailors, Marines and civilians. The NLN will also manage, track and record course usage and completions. A web site help desk will be available seven days a week, 24 hours a day. Need help with the web site, just contact the NLN Help Desk.

The initial loading of courses will allow students access to courses in Information Technology (IT); Command and Control, Communications, Computer and Intelligence (C4I); and a few other courses, also developed for Internet delivery. The IT courses range in scope from beginning computer applications such as Microsoft Word, Power Point, Access and Excel to LAN/WAN administration and programming/development courses such as C++, Java and Visual Basic.



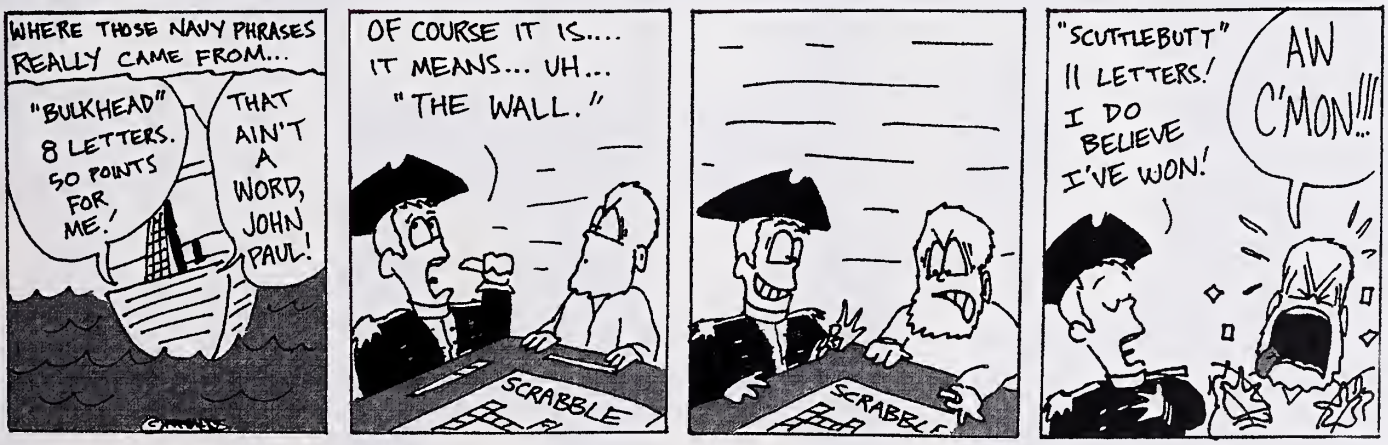
During the next year the NLN web site will expand with additional Internet-based courses; catalogs of schoolhouse courses and available CD Roms; Video Teletraining (VTT) courses; links to available education and training information; and on-line group discussion capabilities. CNET's goal is to provide quality courses that teach the knowledge and skills individuals need, when they need them, at anytime, from anywhere.

Story by Michele Harrison

Illustration by Rob Colvin

Ricky's Tour

By JO2 Mike Jones **mikejones43@hotmail.com**





Experimental Dive Suit Flies Navy Divers Where None Have Gone Before

INTO THE

Story and photos by PH2 Aaron Ansarov



Just off the coast of San Diego, BM1(SW/DV) Richard Parkland takes the Hard Suit 2000 on its maiden dive.

DEEP

The Ocean … the final frontier …

These are the voyages of the men attached to Hard Suit 2000. Their ongoing mission: to seek out distressed submarines, to give fast recovery to them and anything else that the Navy may need and to boldly go where no diver has gone before…

Sounds like something from the Sci-Fi Channel, right? Not quite: This is real life and it's happening to nine Sailors in San Diego. The small cadre, who can call themselves explorers of the deep, were recently picked to test and operate a revolutionary suit capable of almost any mission at great depths: the Hard Suit 2000.

The special dive suit, loaned to the Navy for testing from a Canadian company, has an eerie resemblance to the Michelin Man and is clunky and unsophisticated. But when a Sailor climbs inside the special suit, it comes alive.

The "2000" in Hard Suit 2000 doesn't come merely from the year 2000. Two triple zero refers to the extreme depth at which the Hard Suit can operate: 2,000 feet below the surface of the ocean, which is the deepest any diver has gone without making a saturated dive.

"In a saturated dive, the body is pressurized and saturated with nitrogen," said Signalman 2nd Class (DV) Timothy Roff, a Navy diver attached with Advanced Diving Suit, the North Island-based Deep Submergence Unit (DSU). "In the past, a diver could spend a week at depths like this, but they would have to spend another two weeks in a decompression chamber to recover. The Hard Suit makes all that a thing of the past."

Before the special suit was developed,







1 QMC(SW/DV) Mark Schleef and EMFN(DV) Nathan M. Kibbler prepare the winches used for raising the cage that holds the Hard Suit. This cage and its winches allow the suit to be hoisted and dropped to different depths with ease at any location.

2 EMFN(DV) Nathan M. Kibbler from Killeen, Texas, adjusts the suit just before the 40 pound, two-inch-thick face piece is put on Hard Suit 2000.

3 BM3 Aaron Tomforde prepares the hydraulics before raising the cage that holds the Hard Suit. This cage is what allows the suit to be hoisted and dropped to various depths with ease at any location.

divers spent days to descend to 2,000 feet. "With the Hard Suit 2,000, we can get to 2,000 feet in 20 minutes," said Roff. "We can spend almost eight hours down there, bring the suit back up, and change out men without any decompression or loss of manpower."

Roff said they could have a man switched out and back at 2,000 feet in under an hour, while the person relieved can rest for the next shift.

For the lucky nine at the DSU, working with the multi-million dollar specialized suit has been an opportunity long in coming. Months before they got the suit, the Navy's great dive reputation reached a company in Canada — the manufacturers and designers of the suit — and they struck a special deal. The Navy agreed to conduct extensive testing, not just in putting guys behind the controls or even in the maintenance, but

INTO THE DEEP







to help in setting the standards. Everything these nine men do with the suit will be logged and used as the standard for years to come. From writing the maintenance cards to setting the limit for stay-time in the suit, these diving pioneers — enlisted men in the Navy, will chart it all.

"I feel extremely lucky," said Engineman (DV) Nathan Kibbler. "As a technician, I've been responsible and proficient in knowing every wire, bolt, knob and gear of this suit." The Texas native is one of only four technicians in the world to be trained to maintain the suit. "Kibbler can actually take the suit apart into hundreds of pieces and put it back together single-handedly," said Roff. "He's also probably the only fireman in the Navy who is writing maintenance cards."

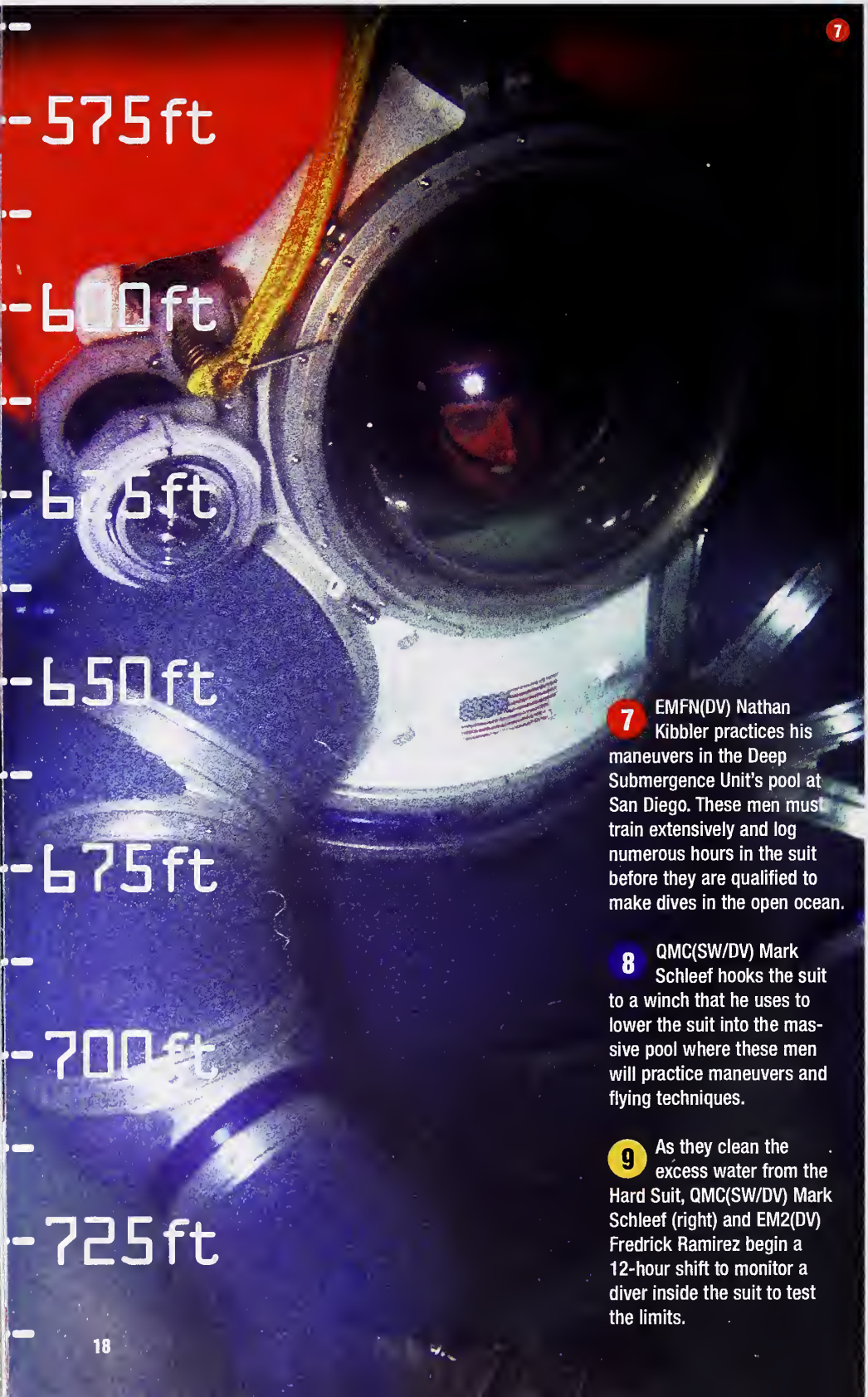
Being a part of anything big is said to have its sacrifices, and the team members of DSU feel the same. Long hours with multitudes of repetitious checks, rechecks and cleanings before this suit can even touch the open ocean are some of those sacrifices. They have to be. There are, after all, lives at stake. The mission of this suit is endless. "It can be used to assist in the recovery of distressed submarines, salvage missions like January's Alaska Airlines crash and a wide variety of things that we haven't even thought of yet," said Roff.

Pitted against an unmanned Robot Operated Vehicle (ROV) — the Navy's current technology — the Hard Suit wins hands down. "We can see in three-dimension as opposed to a two-dimensional screen for one," said Roff. "We can also see 180 degrees and can reach into tighter places. It's just a lot more descriptive as to what we can see down there."

4 EMFN(DV) Nathan Kibbler of Killeen, Texas, is one of only four technicians attached to Deep Submergence Unit's Hard Suit.

5 SM2(DV) Timothy Roff sprays down the Hard Suit 2000 with fresh water after one of its first dives into the ocean.

6 With a careful hand and a watchful eye, EM2(DV) Victor Ramirez makes adjustments to the multi-million dollar dive suit.



7 EMFN(DV) Nathan Kibbler practices his maneuvers in the Deep Submergence Unit's pool at San Diego. These men must train extensively and log numerous hours in the suit before they are qualified to make dives in the open ocean.

8 QMC(SW/DV) Mark Schleef hooks the suit to a winch that he uses to lower the suit into the massive pool where these men will practice maneuvers and flying techniques.

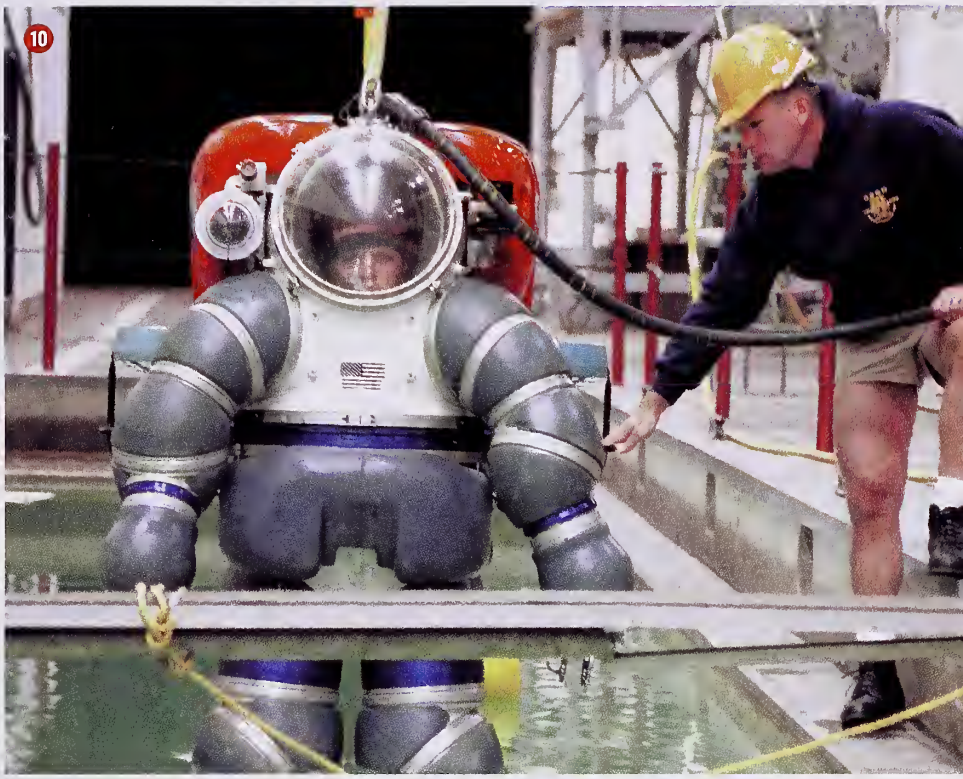
9 As they clean the excess water from the Hard Suit, QMC(SW/DV) Mark Schleef (right) and EM2(DV) Fredrick Ramirez begin a 12-hour shift to monitor a diver inside the suit to test the limits.



The most interesting part of the suit may not be the aluminum joints (each of which are specially cut from large blocks of super high-grade alloy) or even the fact that each of them are held together by a simple plastic wire slightly bigger than fishing line. What most of these divers agree on is the fact of safety. "Everything in this suit is safe," said Roff. "We really feel safe. And when we feel safe, especially at 2,000 feet, we can do our job much better."

There are many factors that interfere with working properly in extreme depths, like cold temperatures, total darkness and not knowing what is on the ocean floor. "With the Hard Suit, we don't walk or swim: we fly," said Boatswain's Mate 3rd Class (DV) Aaron M. Tomforde, one of the technicians with the crew. "With large propellers on the side controlled by our feet, we fly to our destination in almost any situation. Of course, it takes lots of





practice."

Practice is what these men have been working on. Using a large indoor pool in their giant hangar, these men train extensively to find the extremes at which the suit can safely operate. "We have to find the levels to which we can set standards for divers in the future," said Machinery Repairman 1st Class (DV) Kent Kruse, who set a record for the suit, operating it without external power for almost nine hours.

By the end of the year, the men stationed with the Hard Suit 2000 will be fully operational and able to handle anything that is thrown their way. From recovery of crashes to recovery of downed submarines. Any way it's used, this suit will surpass any technology in use today.

At any given time, you can hear Navy divers saying, "Our pride runs deep."

These nine Sailors are going to ensure it runs deeper.



10 Inside a suit that has an almost space-like appearance, EMFN(DV) Nathan Kibbler of Killeen, Texas, begins a long day in the suit, conducting endurance tests. Each man must stay inside the suit for long hours to calculate the limits a diver can withstand.

11 SM2(DV) Timothy Roff makes final preparations before being sealed in the hard suit for a 12-hour shift at Deep Submergence Unit, San Diego.



This month, we dedicate a special section to the Battle of Midway, with a reprint of a June 1982 All Hands *feature.*

Japanese heavy cruiser of the *Mogame*-class on fire after an attack by planes of Task Force 16 during the Battle of Midway.

U.S. Navy photo (No. [illegible]422)

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All Hands Gazette EXTRA

AR No. 66 — JUNE SEVENTH, NINETEEN HUNDRED FOURTY-TWO — ★★★★★ PRICE FIVE CENTS

THE BATTLE OF MIDWAY

Turning Point in the Pacific

Story by John F. Coleman

In war, a point is reached when the balance tips — usually for good — and one side, knowing that the scales are weighted, emerges bent on final victory. In the American Revolution, such a point was reached at the Battle of Saratoga.

The turning point in the American Civil War was reached at bloody Antietam, in Maryland, when Confederate forces were fought to a standstill.

The Allies reached several turning points in World War II: the Battle for Britain, the Battle of the North Atlantic, the Defense of Stalingrad. For America, her shining hour, her turning point in that war's Pacific Theater was reached at an island called Midway — 2,100 miles east of Tokyo and 1,135 miles west of Hawaii — America's most western base after the fall of Wake Island.

Fifty-eight years ago this month, it started as another real estate grab on the part of the ever advancing forces of Imperial Japan; it ended in blazing action that sealed forever Japan's dream of expansion.

The stage had been set a month earlier — May 4-8, 1942 — in an arena called the Coral Sea. For the first time in history, surface fleets engaged in a duel out of sight of each other but with a new element of modern warfare interjected — naval air warfare and the baptism of carriers under fire.

Coral Sea was a standoff, not a turning point. But in this battle, which delayed Japan's invasion of Tulagi in the Solomons and put off its invasion of Port Moresby in Papua, New Guinea, the stage was set for future Pacific conquest. We lost the carrier USS *Lexington* (CV 2) plus the oiler USS *Neosho* (AO 23) and the destroyer USS *Sims*

cont. on page 22



PACIFIC OCEAN, JUNE 4, 1942 – Crewmen prepare aircraft for launch aboard USS *Yorktown* (CV 5).



U.S. Navy photo (No. 451086)

continued from page 21

(DD 409) in the Coral Sea; the Japanese lost the cruiser *Shoho*. Two of their veterans of the attack on Pearl Harbor, carriers *Shokaku* and *Zuikaku*, were forced to sit out Midway because of Coral Sea. It took two months to repair *Shokaku's* flight deck; *Zuikaku* took a month to replace her planes. The curtain now rises on Midway.

NIMITZ STATED THAT THE JAPANESE WERE MOUNTING A FULL-SCALE OFFENSIVE AGAINST MIDWAY

that May 28 looked like D-day and explained what he thought the Japanese strategy would be and how their forces would be split.

Then the admiral dropped the clinch

Preliminaries

History states that the Battle of Midway started on June 3 and lasted until the sixth. Those are the true dates. But, it could be argued that Midway really began April 18, 1942, when Army Air Corps Lt.Col. Jimmy Doolittle and his force of 16 B-25 *Mitchell* bombers were launched from the deck of USS *Hornet* (CV 8), 668 miles off Tokyo for what was to be the famous "Raid Over Tokyo." In Washington, D.C., then-President Franklin D. Roosevelt told nosey reporters that the raid originated from a place called "Shangri-La" a name designed to mislead snoopers and enemy alike — the mysterious Tibetan city in James Hilton's *Lost Horizon*.

The ruse worked. The Japanese figured — as they studied their maps — that because it had to be within range of the bombers, it could be the Aleutians or Midway Island. Midway had to go.

Admiral Isoroku Yamamoto, commander in chief of the Combined Fleet, argued that the U.S. Navy's Pacific Fleet must be destroyed in 1942 or America's strength and resources would eventually do Japan in. Midway was selected to be the bait to lure the Pacific Fleet into a position where it could be wiped out.

Meanwhile, a member of ADM Chester Nimitz's staff at Pearl, CDR Joseph J. Rochefort, headed up a team of crypto-analysts which had just cracked the Japanese code — no small chore by any means. Japanese diplomatic code had been broken earlier.

The message traffic coming out of Tokyo kept mentioning "AF" and D-day. Trouble was, our eavesdroppers couldn't figure out if "AF" really was Midway. Nimitz flew out to Midway from Pearl Harbor on May 2 for an inspection of the island's defenses.

Midway's Defenses

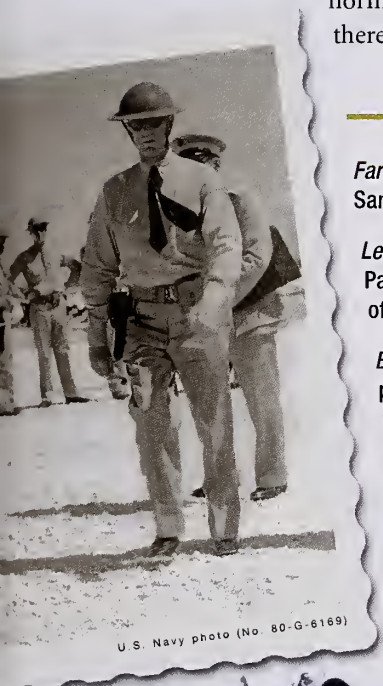
Everything about Midway is small. The island — actually two islets, Sand and Eastern, with a lagoon about five miles across —lies just inside the southern reef. Sand Island (its highest

point is only 39 feet) is only 850 acres or so; Eastern isn't half that, but the Navy placed great strategic value on Midway. Since 1903, a telephone cable had connected it with Honolulu, and this cable was used in the battle's preliminaries, leaving the level of radio traffic normal and there by foiling any enemy listeners.

Once on Midway, Nimitz met with the commanding officer of the naval air station, CAPT Cyril T. Simard, and his Marine counterpart, Col. Harold D. Shannon, who commanded the 6th Marine Defense Battalion. He asked his two subordinates if they could hold out under a heavy, large-scale attack. Shannon told him that if he got additional equipment, the island could withstand such an attack. Nimitz asked if that included "... a major amphibious assault?" Shannon's answer was yes. Nimitz returned to Pearl Harbor.

Simard and Shannon began strengthening their defense system. Shortly, they received a letter from Nimitz. He stated that the Japanese were mounting a full-scale offensive against Midway, that May 28 looked like D-day and explained what he thought the Japanese strategy would be and how their forces would be split.

Then the admiral dropped the clincher — he told his Midway commanders to report by radio and in clear language that the island's distillation

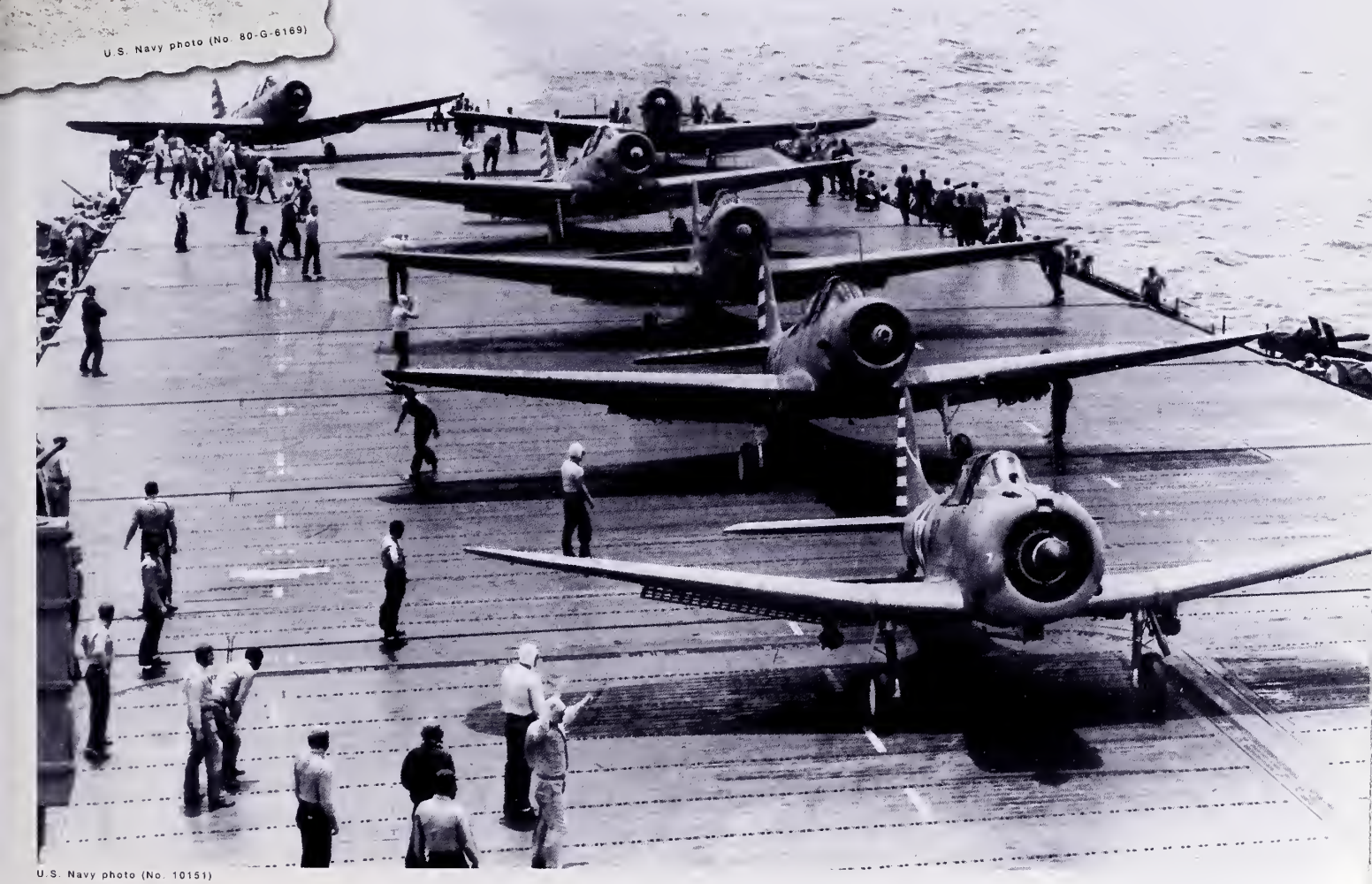


U.S. Navy photo (No. 80-G-6169)

Far Left – Midway Island with Eastern in the foreground and Sand Island in the background.

Left – On May 2, 1944, ADM Chester Nimitz, commander-in-chief, Pacific, arrives on Midway from Pearl Harbor for an inspection of the island's defenses.

Below– A dive bomber aircraft gets the "Go" signal from the plane launching officer as five torpedo planes begin to taxi forward to the launching spot on USS *Enterprise*. Planes averaged a take-off every 30 seconds.



U.S. Navy photo (No. 10151)



The dense smoke on USS *Yorktown* (CV 5) comes from a bomb hit on the ship's funnel which temporarily knocked out her boilers.

U.S. Navy photo (No. 80-G-312018)

plant had broken down. Two days later, the Americans intercepted a Japanese message stating that "AF" was short of fresh water.

Considering what the Japanese were about to throw against the island, Midway stood a good chance of becoming another Wake. All Shannon could muster were 2,138 Marines; Simard had another 1,494 fliers and service troops, including 120 Army men and 121 combat planes.

Midway's aircraft could only be described as a mixed bag — everything from *Catalinas* to *Marauders*. Marine Fighter Squadron 221 and Marine Scout Bombing Squadron 241 made up Marine Air Group 22 — the island's main air arm. These 50 serviceable planes (*Buffaloes, Wildcats, Vindicators* and *Dauntlesses*) were bolstered by 13 (later 19) B-17 *Flying Fortresses* of the 431st Bombardment Squadron, 11 *Catalinas* attached to NAS, a detachment of six new *Avenger* torpedo planes flown by a USS *Yorktown* (CV 5) squadron detachment and various other planes, including four Army *Marauders*.

Enemy Forces, Plans

The battle covered hundreds of miles of trackless ocean and involved land and sea phases. As they did in the Coral Sea, the Japanese split their forces into three distinct groups, each with specific missions. There was a diversionary force as well.

Overall command of the Japanese fleet rested with Admiral Yamamoto in the new battleship *Yamato*.

Yamamoto's main force consisted of seven battleships, one light carrier, two seaplane carriers, three light cruisers, 13 destroyers and four supply ships.

The Japanese occupation force, headed by Vice Admiral Nobutake Kondo, in the battleship *Atago*, consisted of two battleships, two seaplane carriers, one light carrier, eight heavy cruisers, 22 destroyers and numerous supply and patrol ships, escorting 12 transports. The invasion force was made up of 1,500 marines bound for Sand Island, 1,000 soldiers for Eastern, two construction battalions and other small units.

The striking force was headed by Vice Admiral Chuichi Nagumo who had led the attack on Pearl. Again he was in the carrier *Akagi*. His force was made up of two battleships, four carriers, two heavy

cruisers, one light cruiser, 12 destroyers and five supply ships.

A large group of submarines made up the advance expeditionary force, headed by Vice Admiral Teruhisa Komatsu as commander in chief of the 6th Fleet.

A northern area force — actually a diversion — was aimed at the same time against Dutch Harbor in the Aleutians.

It was hoped the American admiral, caught off guard, would weaken Midway's defense by ordering a task force to defend Alaska.

The Japanese plan was extremely complicated. They thought they could not only subdue and occupy Midway but, quite possibly, also lay bare Hawaii and the U.S. West Coast to attack. But that last part of Yamamoto's overall plan has never been historically verified.

The Task Force

Nimitz sortied his ships from Pearl Harbor with orders to rendezvous at "Point Luck" on June 2, about 325 miles northeast of Midway. The task forces were under the overall command of RADM Frank Jack Fletcher, the same admiral who was in command during the Battle of the Coral Sea. Fletcher, in *Yorktown* (hastily repaired in record time at Pearl Harbor from severe damage inflicted at Coral Sea), and eight other ships — two cruisers and six destroyers — made up Task Force 17. Heading Task Force 16 was RADM Raymond A. Spruance in USS *Enterprise* (CV 6) with USS *Hornet* (CV 8), six cruisers and six destroyers.

Spruance, at the last minute, replaced VADM William F. "Bull" Halsey who was hospitalized just before the battle with a skin rash.

The orders were for the U.S. ships to maintain radio silence and communicate with each other visually. On June 2, Spruance signaled the ships of Task Force 16 "... to maintain an approximate position 10 miles southward of Task Force 17 ... within visual signaling distance." The next day, June 3, the American plan was for the two task forces to move northward from Midway during darkness and avoid the enemy's probable attack course.

From the onset, Midway was not to be a surface slugging match — not against such ships as *Yamato*. Also on June 3, Spruance noted in his war diary that Dutch Harbor had been attacked that morning. The battle was on.



First Sighting

Word of the Aleutian attack was still passing among the ships when another message was received — Midway's search planes had sighted two cargo ships some 470 miles from Midway.

That first report, about 9 a.m., was made by ENS Jack Reid who had taken off from Midway in a *Catalina*, just before sunrise. Reid came through 21 minutes later with another report stating that he had located the "main body" of the Japanese force — six large ships

THE BATTLE COVERED HUNDREDS OF MILES OF TRACKLESS OCEAN

and involved land and sea phases. As they did in the Coral Sea, the Japanese split their forces into three distinct groups, each with specific missions.



U.S. Navy photo (No. 80-G-14384)

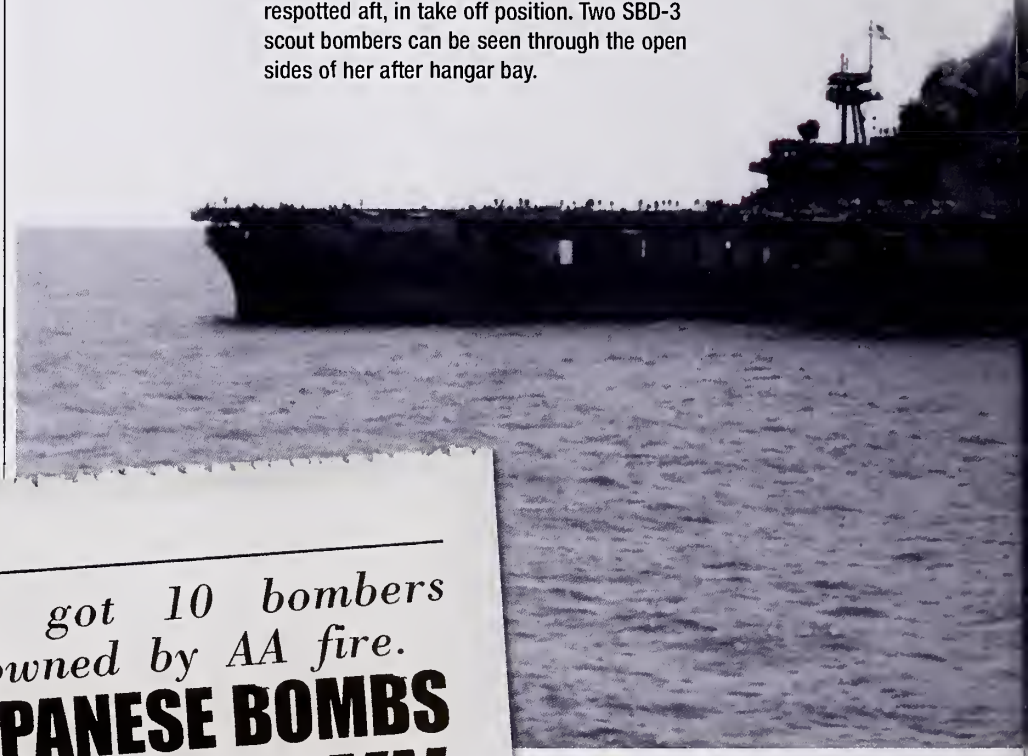
Scene on the flight deck of USS *Yorktown* (CV 5) shortly after she was hit by two Japanese aerial torpedoes, June 4, 1942. Men are balancing themselves on the listing deck as they prepare to abandon ship. This view looks aft from alongside the island. An F4F-4 *Wildcat* fighter visible in the background is Plane #6 from Fighting Squadron 3, which had been flown by ENS Brainard T. Macomber during the morning attacks on the Japanese carrier fleet. Insufficient fuel prevented it from being launched to defend *Yorktown* from the afternoon torpedo plane attack. Note life jacket worn by man at right.

steaming in a column — 700 miles from Midway.

Nimitz earlier had charged Midway's air forces, in his letter to Simard, with the task of locating the Japanese forces and inflicting as much damage as possible to their carriers' decks.

Kondo's occupation force was approaching from the southwest; hidden in a weather front, the striking force was in the northwest; and Yamamoto's main body was far to the west. Fletcher, Spruance and the defenders on Midway remained much in the dark during the morning of June 3. The *Catalinas* and the *Fortresses* filled the air with radio traffic. Then, at 11 a.m., Reid sent a correction: There were 11 ships in the formation he sighted, not six.

Before noon, the *Fortresses* were back on the island and were refueled. Nine *Fortresses*, led by their commander,



USS *Yorktown* (CV 5) lies dead in the water after being hit by Japanese bombs on June 4, 1942. The ship was hit shortly after noon. This view was taken about an hour later, with fires still burning in her uptakes but other immediate repairs well advanced. F4F-4 fighters that had been parked at the forward end of the flight deck during the attack have been respotted aft, in take off position. Two SBD-3 scout bombers can be seen through the open sides of her after hangar bay.

U.S. Navy photo (No. 80-G-32301)

The U.S. pilots got 10 bombers and two were downed by AA fire.

BUT THREE JAPANESE BOMBS FOUND *YORKTOWN*.



U.S. Navy photo (No. 80-G-31202)

After the first Japanese bombing attack of June 4, 1942, damage control parties began repairing holes in USS Yorktown's (CV 5) flight deck.

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Marine Corps Lt. Col. Walter C. Sweeney Jr., took off again and headed for the ships Reid had sighted. Simard had decided to attack. Taking off at 12:10 p.m., they sighted a force four hours later of "five battleships or heavy cruisers and about 40 others." They "thought" they had hit a heavy cruiser and a transport. What they hit was the water.

Before the *Fortresses* returned, four volunteer *Catalina* crews took to the air for a night torpedo attack. *Catalinas* were not built for this kind of work nor were their crews trained for torpedo attacks. Still, they drew first blood. Three of the planes managed to locate the Japanese, and one flier, LT William L. Richard, put a fish into the tanker *Akebono Maru*.



Attack on Midway

The Japanese striking force had made its run from under sheltering weather; by dawn, Nagumo was astride the international date line, at his launch position 200 miles northwest of Midway. At 4:30 a.m., he turned his four carriers — *Akagi, Kaga, Soryu* and *Hiryu* (all veterans of Pearl Harbor) — into the wind and launched 36 *Zeros*, 36 *Vals* and 36 *Kates* (fighters, dive bombers and torpedo bombers).

Midway, awake and ready since reveille at 3 a.m., got its first warning at 5:25 a.m.

The two-wave, 31-minute air attack inflicted heavy losses on VMF-221 — its planes, led by Marine Corps Maj. Floyd B. Parks, claimed 43 of the enemy at a cost of 13 *Buffaloes* and two *Wildcats*. The Japanese, at the time, said the score was 42 Marines downed at a cost of four *Vals* and two *Zeros* — pretty good considering VMF-221 had only 25 operational planes to begin with. Outnumbered and outclassed, the Marine fighters fell victim one after another to the highly maneuverable *Zero*.



U.S. Navy photo (No. 11440)

Land Forces Attack

While VMF-221 was engaging the enemy over Midway, the rest of the island's air force was seeking to re-establish contact with the Japanese forces, especially the carriers. When Simard launched his attackers, he intended that they attack the Japanese carriers simultaneously. That way, the enemy couldn't protect all the carriers at the same time. It was a good plan in theory; in practice it just didn't work. Midway's planes were just too much of an odd assortment to carry out such a plan.

First to arrive on the scene were the *Avengers*. They had been assigned to Midway for a special mission: to battle test this latest torpedo plane and to weigh its merits against the fleet's other plane of the same type, the *Devastator*.

The *Avengers* came in as two groups of three at 7:10 a.m., let go their torpedos and made full turns to evade anti-aircraft (AA) fire. Japanese AA gunners were able to down three of the *Avengers*; only one of the six was able to return to Midway.

Last to leave Midway were four *Marauders* of the Army Air Corps's 69th Medium Bombardment Squadron headed by Army Capt. James F. Collins. Their speed allowed them to overtake and pass the *Dauntlesses* and *Vindicators*. Collins and another in his flight, Army Lt. James P. Muri, made contact with the Japanese striking force. Again *Akagi* was the target — both fliers went in after the carrier, Collins dropped his torpedo at 800 yards, Muri closed to 450 yards. Muri barely cleared the carrier's flight deck as he pulled up. *Zeros* caught up with both of them, chasing them away and turning their aircraft into flying junkyards.



LCDR John Waldron, commander of VT-8

Next, 15 *Fortresses* sighted the occupation force to the west at 7:32 a.m., but Sweeney didn't want mere surface ships. He wanted the two carriers reported earlier, Sweeney's group found *Soryu* and

Gay was hit in the left hand and arm as he closed in on Kaga and let loose his torpedo. Then he flew down the ship's flank, so close to the bridge that, he said later, **"I COULD SEE THE LITTLE CAPTAIN JUMPING UP AND DOWN, RAISING HELL."**



U.S. Navy photo (No. 80-G-17678)

Above – ENS George H. Gay at Pearl Harbor Naval Hospital, with a nurse and a copy of the *Honolulu Star-Bulletin* newspaper featuring accounts of the battle. He was the only survivor of the June 4, 1942, Torpedo Squadron (VT) 8 TBD torpedo plane attack on the Japanese carrier force. Gay's book *Sole Survivor* indicates the date of this photograph is probably June 7, 1942, following an operation to repair his injured left hand and a meeting with ADM Chester W. Nimitz.

Below – Corpsmen treat casualties on the flight deck of USS Yorktown (CV 5) after she received bomb hits in the first Japanese air attack, June 6, 1942. Note fire extinguisher at left, 1.1 inch A.A. gun in background, flight deck clothing and bearded chief.

dropped about 10 bombs. They also found *Akagi* and *Hiryu*, but because of their altitude the bomb attacks were ineffective.

The carriers ran under the clouds after firing a few bursts of AA fire at the high-flying *Fortresses*. Sweeney resumed a watchful orbit. Then, the 16 *Dauntlesses* of VMSB-241 joined the battle. Ten of Marine Corps Maj. Lofton R. Henderson's pilots had joined the squadron only a week before; 13 in all were so inexperienced that Henderson had to scale the attack to their abilities.

Spiraling from 9,000 to 4,000 feet, the Marines were picked up by the defending fighters. The Marine rear gunners were able to down four of the Japanese. But the enemy pilots and AA barrage brought down six *Dauntlesses* — including Henderson's. Capt. Elmer G. Glidden Jr., assumed command and dived for *Akagi* just as three fighters left her deck. The carrier had gone to flank speed to avoid the Americans. Two of the Marines' 500 pounders scored hits on the carrier. The Marines broke free and headed for Midway.

With the Battle of Midway only some three hours old, VMSB-241's second wave — 11 old *Vindicators* — took on the battleship *Haruna* at 8:24 a.m. The Marines were at 13,000 feet and 20 miles from their target when three *Zeros* fell on them; Marine gunners got two. The group's leader, Maj. Benjamin W. Norris, flew out of the clouds at 2,000 feet expecting to find carriers but, instead, found himself directly above *Haruna* with her sister ship, *Kirishima*, nearby.

Norris would rather have had a carrier, but a battleship directly below him might not be ready for an aerial attack. The Marines let go. Geysers were seen near both Japanese ships but Nagumo was to write: "No hits."

Two-thirds of Midway's planes had been lost, by now, in the air or on the ground; half their airmen had been killed. The four deadly enemy carriers were still on the scene, constituting a fatal threat. Enter the task forces.

Task Forces Attack

Although the occupation force had been sighted to the west during the dawn of June 4, ADM Fletcher did not close on it. He was after the striking force — the carriers — which he felt certain was heading in from the northwest. *Yorktown's* scouts had searched that area at dawn and again at dusk the day before. Fletcher ordered another search a half hour before sunrise.

At 5:34 a.m. Fletcher intercepted the report from the *Catalinas*, but it wasn't until their message of 6:03 a.m. that they gave him what he wanted — the bearing, distance, course and speed of the "carriers and battleships." Minutes later, Fletcher signaled Spruance in *Enterprise* (steaming 10 miles south of Task Force 17): "Proceed southwesterly and attack enemy carriers when definitely located. I will follow as soon as my (search) planes are recovered." Spruance proceeded at 25 knots.



U.S. Navy photo (No. 80-G-312021)

Within an hour, *Enterprise* launched Air Group 6 (the only seasoned American air group in the battle)—with all 57 of its planes: *Wildcats, Dauntlesses* and *Devastators. Hornet* launched Air Group 8 (an unseasoned group) with 50 similar planes.

But, halfway through *Enterprise's* launch, a Japanese scout plane had located Task Force 16 and radioed its position — 240 miles from Midway. Nagumo ordered that, following the recovery of his planes that had attacked Midway, his ships were to proceed north and, thereby, close the distance to the American force.

The Japanese had built up speed to 30 knots when 15 *Devastators* of *Hornet's* Torpedo Squadron 8 arrived. It was never known how the slow, 120-knot *Devastators* were able to beat the rest of the American planes to the target. Led by LCDR John C. Waldron, Torpedo Squadron 8, like Midway's planes before, arrived in the arena very much alone and naked without fighter cover.

One after another, all 15 of the squadron's planes fell victim to Japanese fighters and AA fire. Although torpedoes were launched, not one scored a hit. Only one man, a pilot — ENS George H. Gay — lived to become an old veteran. Gay was hit in the left hand and arm as he closed in on *Kaga* and let loose his torpedo. Then he flew down the ship's flank, so close to the bridge that, he said later, "I could see the little captain jumping up and down, raising hell."

Then a 20mm shell hit his left rudder, and he crashed into the sea between *Kaga* and *Akagi*. The only one of 30 alive after Torpedo Squadron 8's gallant though disastrous attack that morning, Gay was not rescued until after the battle — on the afternoon of June 5.

At 9:40 a.m., *Enterprise's* 14 planes of Torpedo Squadron 6 arrived on the scene. Like its sister squadron, Torpedo Squadron 6 had lost its fighter cover. They had to maintain a level altitude and steady course for at least two minutes before they could drop their fish. It was at this crucial point that the enemy's fighters pounced and downed 10; only four were able to get away.

Yorktown's Torpedo Squadron 3 came in to attack. In the melee, 16 more torpedo planes were lost for a total of 35 lost in a little more than an hour of battle. The new *Yorktown* group, made up of 12 *Devastators*, 17 *Dauntlesses* and six *Wildcats*, was headed by LCDR Lance E.



USS *Yorktown* (CV 5) is hit on the port side, amidships, by a Japanese Type 91 aerial torpedo during the mid-afternoon attack by planes from the carrier *Hiryu*, June 4, 1942. Photographed from USS *Pensacola* (CA 24), *Yorktown* is heeling to port and is seen at a different aspect than in other views taken by *Pensacola*, indicating that this is the second of two torpedo hits she received amid very heavy anti-aircraft fire.

U.S. Navy photo (No. 80-G-414423)

Massey. He got within a mile of the *Soryu* before a *Zero* got him as he neared the end of his run.

Three Carriers Scratched

CDR Stanhope C. Ring, leading a group from *Hornet*, was incoming, but his group couldn't locate the Japanese carriers. Reaching the estimated position with fuel tanks nearing the empty mark, all they could see was empty ocean. Ring sent 22 of his bombers home and continued the search with 13 *Dauntlesses* and 10 *Wildcats*. They turned southeast toward Midway and, then, northeast — but nothing was seen. Finally Ring abandoned the search with fuel now critical.

LCDR Clarence W. McClusky, commanding *Enterprise's* air group and heading 33 *Dauntlesses* of Scout Bombing Squadron 6, faced the same problem Ring had faced. From 19,000 feet, he saw that the ocean to the southeast was empty except for the tiny blur that was Midway. He held on for another 75 miles, then reversed his course. Twenty-five minutes later and low on fuel, McClusky saw the wake of a single Japanese destroyer; soon he spotted *Soryu* leading the *Kaga* — to the east — and *Akagi* — to the west. *Hiryu* was well-ahead, hidden under cloud cover. The carriers were loaded with armed and fueled planes although some of those that had attacked Midway were yet to return.

LCDR Maxwell F. Leslie, commanding officer of *Yorktown's* Bombing Squadron 3, led 17 *Dauntlesses* on an attack against *Kaga*, which had 30 planes on her flight deck and an equal number on the hangar deck below. (*Yorktown's* air group, a composite from three different carriers, was operating together for the first tune:) Four bombs were dropped on *Kaga*, smashing the bridge and killing everyone on it; the flight deck was turned into an inferno. Meanwhile, McClusky took on *Akagi* and *Soryu* by splitting his squadron into two groups. *Soryu's* hangar deck took three bombs, and blazing gasoline covered the deck fore and aft. She lost steering, her magazine exploded and both engines stopped. She was ordered abandoned.

Akagi tried to get her fighters off, but two bombs hit among them — one on the midships elevator and the other aft on the port side. Her captain ordered her magazine flooded, but the afterpumps didn't function; the bridge was in flames, and the fire spread. With her flight deck totally engulfed in flames, her engine room failed to respond to orders.

Eighteen of McClusky's 33 *Dauntlesses* fell to *Zeros*, and he was wounded as well. Leslie, though, made it back to *Yorktown* with his group intact but was warned away — the carrier's radar had picked up an incoming strike.

Before *Enterprise* could take aboard Bombing Squadron 3, two of its planes ditched because of lack of fuel.

Yorktown Hit

Meantime, *Hiryu's* planes were on their way; that is, all *Hiryu* could launch: 18 bombers and six fighters. They came on to meet AA fire and *Yorktown's* air cover. The U.S. pilots got 10 bombers and two were downed by AA fire. But three Japanese bombs found *Yorktown*. One tore its way through to the third deck, exploded in the uptakes and put out the fires in two boilers. Steam pressure fell; fumes filled the boiler rooms; the stack was a-blaze with burning paint; and radio and radar lines were ruptured. *Yorktown* went dead in the water.

Fletcher transferred with his staff to the cruiser *Astoria*. *Yorktown's* repair parties got to work and in two hours her engineering gang was able to work the carrier up to

At 6 a.m., June 7 — with some of the volunteer salvage party trapped in a compartment on the fourth deck —

YORKTOWN ROLLED OVER AND SANK IN 2,000 FATHOMS.



U.S. Navy photo (No. 80-G-17061)

20 knots. Scarcely had *Yorktown* broken a new ensign on the mast, replacing the one mutilated in the previous attack, when radar picked up six fighters and 10 torpedo planes closing at 30 miles, incoming from *Hiryu*. Fletcher's group was alone; Spruance, with *Enterprise* and *Hornet*, 30 miles to the east, detached two heavy cruisers and two destroyers at flank speed to augment Fletcher's AA screen.

Yorktown's air cover and the combined AA fire shot down five of the torpedo planes; four others made it through. The heavy cruiser USS *Portland* tried in vain to put herself between the Japanese torpedoes and the stricken *Yorktown*, but two torpedoes struck the carrier's port side, almost at the same spot midship. A mere 45 minutes after her second birth, *Yorktown* took a 26-degree list and drifted in a slow circle to port. At 2:55 p.m., June 4, CAPT Elliot Buckmaster ordered "abandon ship."

Hiryu Destroyed

Until now, no American had seen a *fourth* Japanese carrier. As *Yorktown* lay dying, one of its own scouts found a strong force 160 miles west of Task Force 16. Fletcher ordered *Enterprise* and *Hornet* to attack. By 3:41 p.m., *Enterprise* completed the launch of 24 *Dauntlesses*, including 10 refugees from *Yorktown*.

The Americans came at *Hiryu* directly out of the blazing sun from 19,000 feet. Although three of the attackers were lost to *Zeros* almost immediately, four large bombs found the flight deck, starting enormous fires. When *Hornet's* attack group arrived — 16 more *Dauntlesses* — *Hiryu* was in such bad shape that the American pilots ignored it and took on a battleship and a cruiser as targets of opportunity. None of *Hornet's* planes were lost.

Soryu was the first Japanese carrier to sink, aided by three torpedoes from the picket submarine USS *Nautilus* (SS 168) at about 2 p.m., June 4. *Soryu* lingered until evening, going down at 7:20 p.m.

Some 50 miles away, the sea bound Gay was watching the burning *Kaga* and saw it go down about the same time — actually five minutes after *Soryu*. *Akagi* and *Hiryu* went under the next morning. With the four enemy carriers went 2,000 men.

Midway on Edge

While the carrier battle raged all during June 4, Midway was beset with anxiety, constantly heightened by rumors.

The island had only 35 planes available, including four remaining *Fortresses*. Some other planes were undergoing hasty repairs. Sweeney took off in the evening with his *Fortresses*, and two others, just repaired, joined an hour later. On the way to hit Nagumo's survivors, the Army pilots were surprised to be joined by a flight of six more *Fortresses* that had flown directly to the battle scene from Hawaii. This group attacked various ships, but no hits were inflicted.

Then, 11 Marine fliers, led by Norris, tried next. Squalls and a moonless sky prevented them from finding any Japanese force. Abandoning their mission, they headed back to Midway and homed in on its burning oil fires.

At 7:30 p.m., 11 torpedo boats assigned to the island's defense roared out of the lagoon hoping to knock off stragglers, but they failed to find any enemy ships.

The Midway command next ordered the picket submarines off the island to tighten up their net and be ready in the morning to intercept a possible invasion. To confuse the scene even more, at 1:30 a.m., an enemy submarine (the I-168) suddenly fired eight rounds from its deck gun into Midway's lagoon and then retired. It seemed the landing was actually going to take place. Topping this confused situation was a report from the submarine USS *Tambor* (SS 198) of "many unidentified ships" located barely 90 miles from the island.

At sea that evening, *Yorktown* was still afloat but abandoned; Fletcher's task force was now without air power. Spruance, with *Enterprise* and *Hornet*, still very much ready for battle, was not anxious for a night surface action, especially with powerful enemy battleships in the vicinity.



USS *Yorktown* (CV 5) was abandoned by her crew after she was hit by two Japanese Type 91 aerial torpedoes, June 4, 1942. USS *Balch* (DD 363) is standing by at right. An oil slick surrounds the damaged carrier, and inflatable life rafts were deployed off her stern.

Dawn, June 5, Midway's *Catalinas* renewed their search. Shortly, they made their first report, sighting "two battleships streaming oil."

The sighting was actually of two heavy cruisers, not battleships — *Mogami* and *Mikuma*. But before the prowling *Catalinas* found them, fate had dealt *Mogami* and *Mikuma* a disastrous blow. As they were sighted earlier (3:42 a.m.) by *Tambor*, they had in turn sighted the American sub. An emergency turn was ordered. *Mogami*, last in the column, missed that signal and sliced into *Mikuma*'s port quarter, ripping it open and almost tearing its own bow off. *Mogami* caught fire and with its damaged bow could not make more than 12 knots; *Mikuma* trailed oil. Admiral Kurita continued his retirement at full speed, leaving the two cripples behind to be escorted by two destroyers.

Forty-five minutes before the collision, Yamamoto had sent a message to his startled subordinates: "Occupation of 'AF' is canceled … Retire."

Stern Chase

With the receipt of the *Catalina's* sighting of the damaged *Mikuma* and *Mogami*, Midway's Simard ordered the *Fortresses* to attack, but they failed to find the ships. Next, Simard sent out the Marines of VMSB-241 — now with only six *Dauntlesses* and six *Vindicators*. Flying in clear weather, they soon picked up the oil slick, and at 8:05 a.m., June 5, they began a combination of glide-bombing and dive-bombing attacks. But the cruisers sent up such fierce AA cover that the Marines were able to count only six near misses. In desperation — and with great heroism — one of their number, Marine Corps Capt. Richard E. Fleming, crashed on the after turret of *Mikuma*.

Spruance, in the meantime, was about 50 miles north of Midway and was considering which of the Japanese forces he should pursue; he had conflicting reports that one or more of the Japanese carriers were still afloat. At 11:25 a.m., Spruance began a chase; at 3 p.m., he launched a search and attack group.



U.S. Navy photo



Above **– A *Yorktown* Sailor looks for whatever can be salvaged from the rubble after the June 4, 1942, torpedo attack.**
Right **– Of the 22 Marines of Bombing Squadron 241 on Midway, seven were killed in action and six others were wounded. Among those killed was Maj. L.R. Henderson (first row, third from left) for which Henderson Field on Guadalcanal was named.**

Hornet's and *Enterprise's* planes flew to the suspect area but found nothing. On the return flight, they came across the destroyer *Tanikaze* which Nagumo had detached earlier to determine if *Hiryu* was still afloat. *Tanikaze's* skipper had already survived two separate attacks by Midway's B-17s that afternoon, and he was just as successful in dodging the 50 or so SBDs which came at him and managed to bring one of the attackers down.

June 5, therefore, passed without further action against the enemy. Spruance finally decided to break off the chase and go, instead, for the two crippled cruisers and their destroyers.

Mikuma Sunk

Before the sun rose on June 6, *Enterprise* launched a reconnaissance flight that soon picked up the crippled cruisers as they limped westward. By 8 a.m., *Hornet's* first attack group was launched, followed at 10:45 a.m., by another from *Enterprise*, and a third group from *Hornet* at 1:30 p.m. By the time the last group was launched, only 90 miles separated the Americans from the Japanese cruisers and destroyers; at altitude and in clear skies, the pilots could see both groups.

Neither cruiser had any air defense, and their float planes had been jettisoned. In the first attack, *Mogami* took two bombs, one of which tore into its No. 5 turret, killing the gun's crew; two more hits in the second attack started fires. *Mogami* eventually reached Truk for temporary repairs.

Following the second attack, *Mikuma's* captain ordered the ship abandoned; the destroyer *Arashio* tried to get close enough to carry off survivors but was beaten back by the flames. Although *Arashio* managed to get hundreds of men out of the water, a bomb from one of *Hornet's* planes during the third attack hit the destroyer's deck where the cruiser's survivors were gathered and killed most of them. Another bomb in this attack set off torpedoes aboard *Mikuma*. The cruiser went down that evening.

It was a vengeful attack but — in the heat of battle — it was justified: *Mogami* and *Mikuma* were the cruisers that had sunk USS *Houston* (CA 30) and HMAS

Perth in the Battle of the Java Sea only four months before.

Spruance now took stock of his oil-hungry ships — they hadn't been refueled in a week—and he considered his tired pilots, exhausted after three days of aerial combat. It was time to give up the chase.

Yorktown's End

Yorktown managed to stay afloat on its own after her torpedoing, June 4, and the destroyer USS *Hughes* (DD 410), on Fletcher's orders, remained with her through the night. The next morning, two wounded men — previously overlooked — were rescued from the carrier by *Hughes* although one died shortly after being taken aboard.

A small salvage party was put aboard the carrier since, in the opinion of the captain of *Hughes*, the carrier could be salvaged. Soon to arrive on the scene were the minesweeper USS *Vireo* (AT 144) and the destroyer *Gwin* (DD 433), that had been ordered there by Nimitz to assist in the salvage. All day, July 5, the salvage party jettisoned gear, recovered some coding machines and other classified equipment and papers overlooked when the carrier was abandoned, and continued working until darkness called a halt. At this time, *Yorktown* was "listing to port about 25 degrees and was slightly down by the head."

The next day, it was decided to put aboard a proper salvage party of 29 officers and 141 men led by CAPT Buckmaster — all volunteers — who were transferred from the destroyer USS *Hammann* (DD 412), secured to the *Yorktown's* starboard side. The party put out one remaining fire, jettisoned planes, removed weights and corrected the list by counterflooding with the aid of *Hammann's* pumps. *Vireo* towed *Yorktown* at a snail's pace. It looked as though the carrier was going to make it. Then the enemy stepped in.

Yamamoto had learned of *Yorktown's* condition and ordered 1-168 (the sub that had shelled Midway's lagoon) to attack the carrier. In the early afternoon of June 6, the sub penetrated *Yorktown's* screen undetected and — at 1:30 p.m. —got off four torpedoes. One missed, two went under *Hammann* and hit *Yorktown*, and the fourth exploded under the destroyer's keel and broke its back amidships. The destroyer broke in two and sank in four minutes. While the destroyers hunted in vain for the sub, *Vireo* cut the towline and transferred the salvage party to the destroyer USS *Benham* (DD 397). *Yorktown* was doomed even though its captain still intended to resume salvage operations by first light. During the night, the carrier's list increased suddenly. At 6 a.m., June 7 — with some of the volunteer salvage party trapped in a compartment on the fourth deck — *Yorktown* rolled over and sank in 2,000 fathoms.

The United States had lost one carrier, one destroyer, 147 planes and 307 men. Japan had lost four carriers, one heavy cruiser, 253 planes and 2,300 men.

Because of the Battle of Midway — the



U.S. Navy photo (No. AM-SQD-8-40283)

Turning Point

The United States had lost one carrier, one destroyer, 147 planes and 307 men. Japan had lost four carriers, one heavy cruiser, 253 planes and 2,300 men. Because of the Battle of Midway — the turning point in the Pacific — Japan was no longer on the road to conquest. Her strategy for the rest of the war constituted a holding action — a constant, ever shrinking defensive operation. Loss of her carriers would eventually be negated through conversion of other ship classes to carriers. But Japan never fully recovered from the loss of her most seasoned pilots, a loss that plagued the empire for the remainder of the war.

As Rear Admiral Toshitane Takata said, "Failure of the Midway campaign was the beginning of total failure."

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Master of the Game

Story and photos by PH2(AW) Jim Watson



Wiping the sleep from his eyes, he looks over at a piece of paper on his desk.

Numbers and names all run together at this hour, and to anyone else, the chicken scratch on the sheet would be illegible. A few grumbles as he clears his throat, and a push of a button later, the hard drive of his computer whirls, echoing through the room and down the hall of the quiet home. His family is still asleep so staying quiet is a must, but so is the task that he needs to get done in the next three hours before he gets ready for work.

The red glow of 2:49 a.m. blinking on the clock next to him hardly compares to the single overpowering light from the monitor illuminating the devoted man as he punches away at the keyboard. The stats of last night's basketball game need to be entered into the graphing program so his young players can *dog* each other about their number of points, rebounds and assists they had — or didn't have.

His morning routine has become more than a community service. It has become a duty for Master Chief Dental Technician (SW/AW) George Allen Jr., command master chief (CMC) for the dental clinics at Recruit Training Center Great Lakes, Ill. He is a coach, the head basketball coach for high school kids who need him more than they can possibly comprehend. Not to win games or show them how to make a perfect lay-up, but rather to instill DACTA, the discipline, academics, commitment, teamwork and





Above – "DATCA," says Coach Allen in the locker room after practice. "It's all about discipline, academics, commitment, teamwork and attitude. Those are the things that will make this team strong."

Right – "You have got to get in the block," said Coach Allen as he shows guard Michael Womack where he needs to be in the play.



Each of the players on Coach Allen's team have a goals form on their locker that reminds them of what it takes to succeed and what accomplishments they are striving for.

Inset – During a practice scrimmage of high school seniors against the juniors, Devaugn Johnson rushes to the hoop to score for his team.

attitude that Allen's coaching style is based upon.

"We were 0-20 the first year I began coaching at North Chicago Community High School," said Allen. "My first impression of the players was they didn't want to be coached. They wanted to do their own thing and play their own game."

And why should they think otherwise? They had gotten this far on their own. They were independent, strong-minded teenagers who attended school in a hard neighborhood, a school where metal detectors on the school doors are common and the school bully could do much worse than just take lunch money. And now, someone was going to come in and tell them to do things his way … yeah, right. Not if they could help it.

It wasn't until Allen began suspending players from games, benching them for using profanity, being late and not paying attention, that they knew this coach was for real.

"The second season I brought a new philosophy to the court, DACTA. It has helped me get to know the players' needs and has helped the players know what I expect of them."

Although it wasn't an overnight turn around, the players took hold and went 6-20 that season. The discipline and academic problems that faced Allen the first year, began to diminish, and the players learned some valuable lessons they would need later in life. Allen began to see his lessons take shape on the court; the same lessons he had been instilling in his Sailors as a CMC.



DTCM (SW/AW) George Allen Jr. takes a moment to talk and laugh with the dental technicians assigned to Dental Clinic Recruit Training Command, Great Lakes, Ill., where he is their command master chief.

Allen personifies his slogan of DACTA off the court as he strolls up and down the corridors of the dental clinics. His Sailors know him — respect him — and you can see the feeling of caring they receive from him. He not only knows what they do at the clinics for the command, but he knows them — I mean *really* knows them.

"How's that new baby?"

"How was your vacation? Wife still working at that great job?"

"Did you get everything straightened out with that problem you had last week?"

These are questions only a man deeply rooted into his command would know to ask. He knows them by first name, last name and nickname. And they come from out of the woodwork to greet him — flocking to this man whose personality seems to inspire everyone.

He uses his lunch hour to PT with his troops and many of his off-duty hours figuring out what community service his command is going to sponsor next. Having come from a troubled neighborhood in Detroit, his goal is to

give back to the community of which he was a product. And he meets this goal every night when he gets to the school.

Of the 800 enrolled at North Chicago Community High School, 75 percent qualify for reduced lunches and have challenges and difficulties almost impossible to comprehend outside the schoolhouse. The first year Allen coached the team, two of his players had children born during the school year and many others had issues that directly affected the basketball program.

"Your players really need to buy into your philosophy," said Allen. "They need to understand the program, know who and who not to listen to about peer pressure, and learn to make the right choices off the court."

It definitely seems like they have made the right choices this year. The team has gone 8-14 this year, winning more games this season than the last two combined.



DTCM(SW/AW) George Allen Jr. talks about the dental issues a new recruit has since he removed his braces himself before coming to Recruit Training Center, Great Lakes, Ill.

While it may not be the best record in the conference, they refuse to sell themselves short. The other teams in the district are beginning to respect them more as players, no longer seeing the street basketball team of before, but rather a disciplined team with goals they are striving to meet within each and every game.

Hours are spent each day not only going through the plays and running drills, but learning an underlying lesson of DACTA that the players may not see right in their face. It comes when he speaks to them about being on time. When he demands they remember to block the shot, and goes through the stats with them after each game asking them what they could have done differently. The lesson is being absorbed and the players are reflecting it.

Parents are complementing Allen on the total turn around seen in their sons. Players return year after year to thank him for being there, supporting and giving them a chance they felt they might not have had before meeting him. They are thanking him for just making a difference in their lives, for working late and getting up early, for buying equipment for the team out of his own pocket and most of all, for giving them something they can take off the court into life … DACTA.

Watson is a photojournalist assigned to All Hands.



"If you can't slam in a game don't do it here," yells DTCM George Allen Jr. Teaching these players that there is more than showboating is one of the goals Allen has as coach for the Blackhawks.

WARFARE

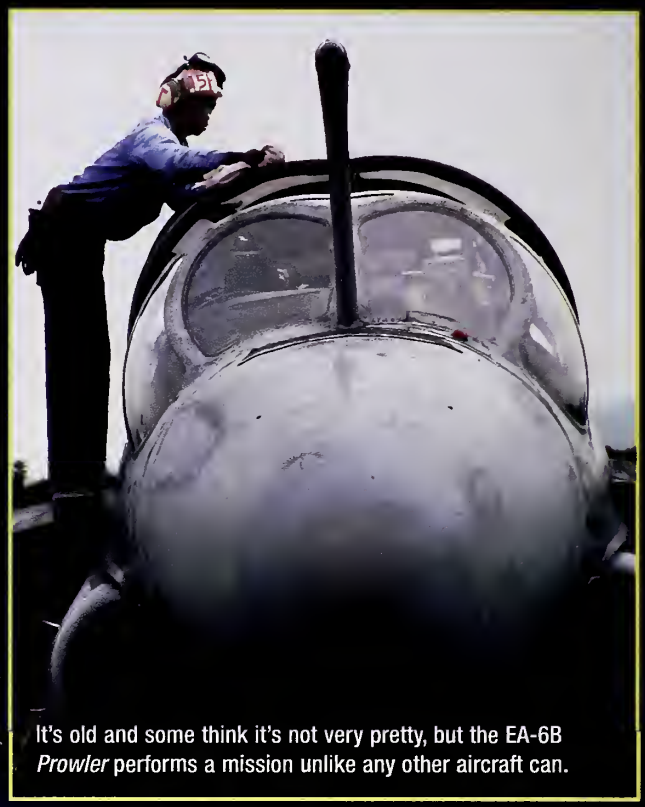
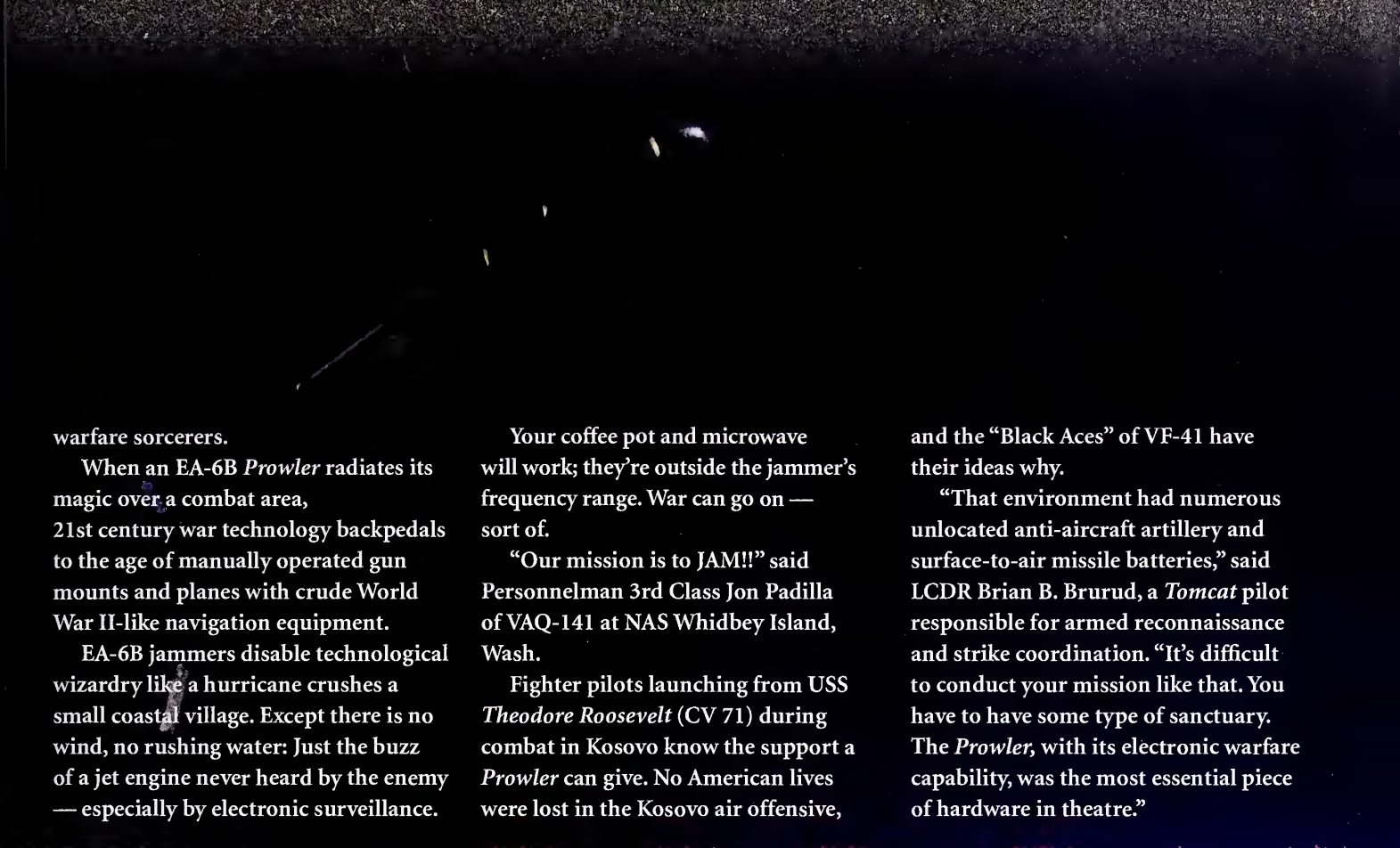


Photo by JO1 Robert Benson

It's old and some think it's not very pretty, but the EA-6B *Prowler* performs a mission unlike any other aircraft can.

WAILING THROUGH THE SKIES SO FAST THAT EVEN SOUND WAVES ARE LEFT STARING AT HIS F-18 *SUPER HORNET* AFTERBURNERS IS THE DREAM OF MANY A YOUNG BOY. But real pilots know flying into combat is for keeps, different than a video game where more lives come at the request of a new game.

Sanctuary, protection, safety and survival are ideas a pilot can appreciate. A legend from the Cherokee Indian Nation holds that a Cherokee Indian chief named Shadowhawk, protected his mighty warriors, and engaged the enemy by summoning blinding sunlight, lightning, intense thunderstorms and darkening skies. Today, pilots get similar protection from the mystical powers of VAQ-141 "Shadowhawks" and other squadrons of EA-6B *Prowler* electronic



BY MAGIC

PROWLERS – Don't Fly Without One

warfare sorcerers.

When an EA-6B *Prowler* radiates its magic over a combat area, 21st century war technology backpedals to the age of manually operated gun mounts and planes with crude World War II-like navigation equipment.

EA-6B jammers disable technological wizardry like a hurricane crushes a small coastal village. Except there is no wind, no rushing water: Just the buzz of a jet engine never heard by the enemy — especially by electronic surveillance.

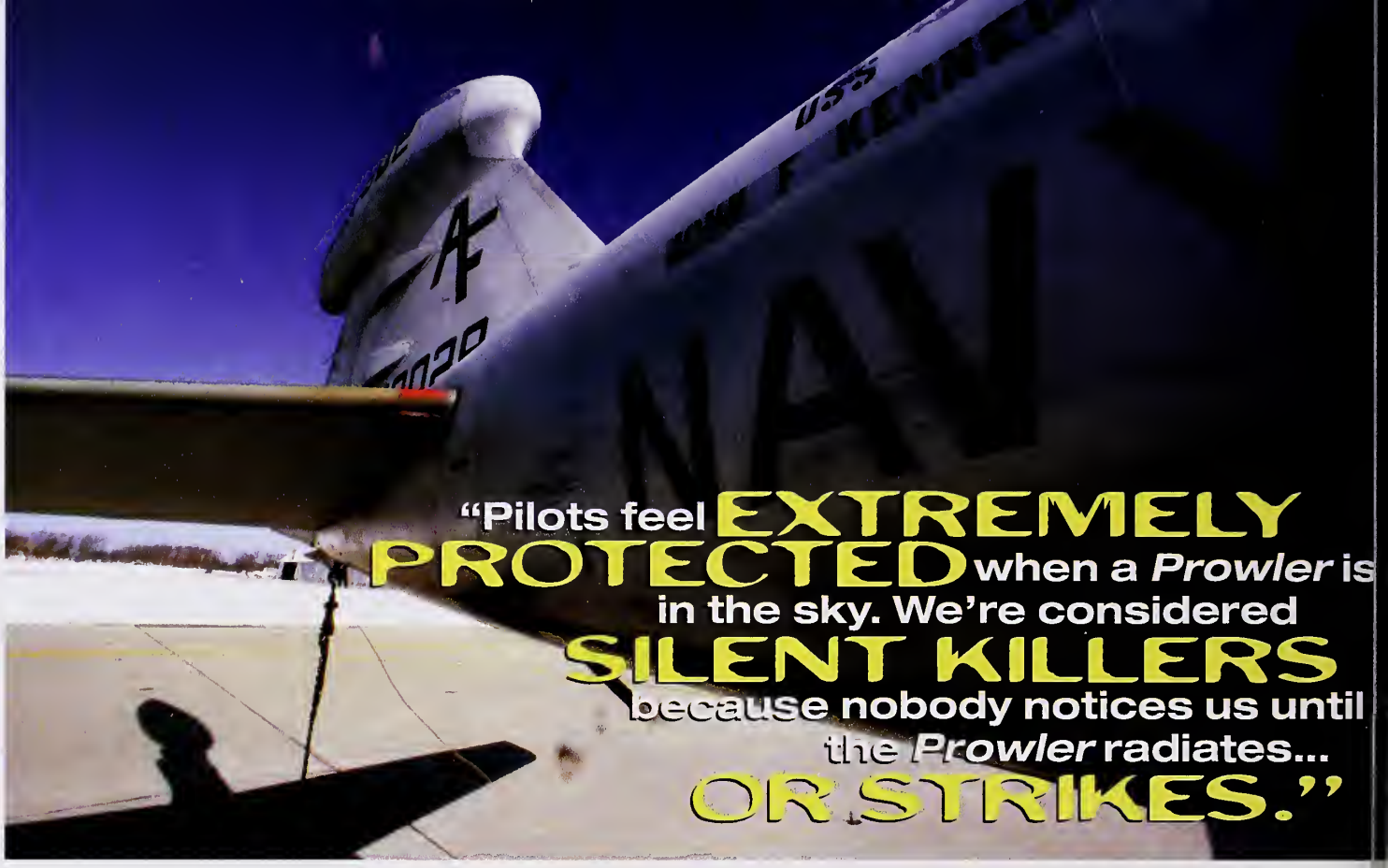
Your coffee pot and microwave will work; they're outside the jammer's frequency range. War can go on — sort of.

"Our mission is to JAM!!" said Personnelman 3rd Class Jon Padilla of VAQ-141 at NAS Whidbey Island, Wash.

Fighter pilots launching from USS *Theodore Roosevelt* (CV 71) during combat in Kosovo know the support a *Prowler* can give. No American lives were lost in the Kosovo air offensive, and the "Black Aces" of VF-41 have their ideas why.

"That environment had numerous unlocated anti-aircraft artillery and surface-to-air missile batteries," said LCDR Brian B. Brurud, a *Tomcat* pilot responsible for armed reconnaissance and strike coordination. "It's difficult to conduct your mission like that. You have to have some type of sanctuary. The *Prowler,* with its electronic warfare capability, was the most essential piece of hardware in theatre."

Story by JO1(SW/AW) Wayne Eternicka
Photos by PHAA Saul Ingle



Many EA-6B Prowlers flying missions into Kosovo from aboard USS *Theodore Roosevelt* (CV 71) were part of the VAQ-141 Shadowhawks. Squadron members resonate the exact same mentality as their namesake, the Indian chief.

"We suppress enemy air defenses and protect our pilots," said Aviation Machinist's Mate 2nd Class (AW) James V. Moir of the Shadowhawks. "Pilots feel extremely protected when a *Prowler* is in the sky. We're considered silent killers because nobody notices us until the *Prowler* radiates … or strikes."

Shadowhawks delivered more than an electrical storm during the two-and-a-half-month Kosovo conflict.

"In my case, I was under direct attack by five missiles nearly simultaneously," said Brurud. "One blew up 1,000 feet below my wingman. Then a *HARM* missile from a *Prowler* impacted and blew up the launch site."

When that happens, the radar-guided missile controller is destroyed.

"That sends the missiles stupid," Brurud said.

"Once you see the smoke plume from the *HARM*, everybody knows where the site is — then it's a bombing free-for-all," Brurud said. "In my mind, the *Prowler* saved our lives that day, or every day for that matter.



Photo by PH1 Dennis D. Taylor

"The first time I saw a *HARM* impact and destroy a missile and site it scared the hell out of me," he said. "It was the first strike, the second night, as we went to blow up a target in Kosovo. As soon as we were there, a missile launched in front of us. I had to defend and try to maneuver, but after I saw the missile get hit by our own counter-attack [from a *Prowler*]. To me it was very empowering."

Enemies often choose not to radiate the electronic surveillance or guidance equipment necessary to fire their missiles when an EA-6B is in the area.

"That's called a soft kill," explained CDR Clay Fearnow, commanding officer of *Prowler* squadron VAQ-209 located at Andrews AFB, Washington, D.C. "A site may not radiate because it knows it will be fired upon with a *HARM* missile. The site is still functional. It's only disabled while the *Prowler* is present. That's why we call it a soft kill."

"Hard kills are ideal because the weapons can't be used again, but both provide for the mission," he said.

"When a *Prowler* is landing on a ship's flight deck and the *HARM* missile isn't there — that's satisfaction," said Aviation Electronics Technician 3rd Class Woodrow T. Barden of the VAQ-209 "Star Warriors" maintenance team. "You know your work was needed and accomplished something. Our job is helping people survive, and it makes you feel good."

Today, DOD's airborne electronic

WARFARE BY MAGIC



Photo by PH2 Jim Watson

ADAN Travis Bienemy of VAQ-209 stands by as the ground crew prepares to move an EA-6B into the hanger at Andrews Air Force Base.

warfare has fallen mainly on the existing Navy EA-6B *Prowlers* and to a lesser extent on the Air Force F-16C with an installed *HARM* system. Bigger role equals, more money from Congress. The older *Prowler* air frames (modified A-6 *Intruder* bodies) will get new wing center sections. Before 2005, each of the Navy's 123 *Prowlers* will be retrofitted with new communication and navigation equipment. Before 2010, new jamming equipment … and ***look out.***

"I don't want to say what our jamming upgrades won't do," said Barden. "The day I say it can't toast bread will be the day it makes me breakfast. As technology increases, we're always getting upgrades to stay on the edge."

Brurud hopes the Navy will continue to focus on electronic warfare … not a surprising attitude from someone who watched five missiles come at him, and lived to tell his family.

"People make movies about pointy-nosed aircraft," he said. "But in reality, you don't go anywhere without a *Prowler.*"

Screaming into hostile territory at 500 mph with the possibility of dying, no one wants to fly without the cover of magic — the seemingly supernatural guardian forces born from the elbow-grease of mortal Sailor technicians and the skill of a handful of Navy *Prowler* pilots.

Eternicka is a journalist and Ingle is a photographer's mate assigned to All Hands.

Far Left – Arresting gear personnel ensure a clear deck as an EA-6B *Prowler* lands on the flight deck of USS *Theodore Roosevelt* (CVN 71). *Roosevelt* was operating in the Adriatic Sea in support of the NATO-led Operation *Allied Force.*

Right – Silhouettes of *HARM* missiles line the forward part of the fuselage indicating the number of missions the aircraft flew into Kosovo.

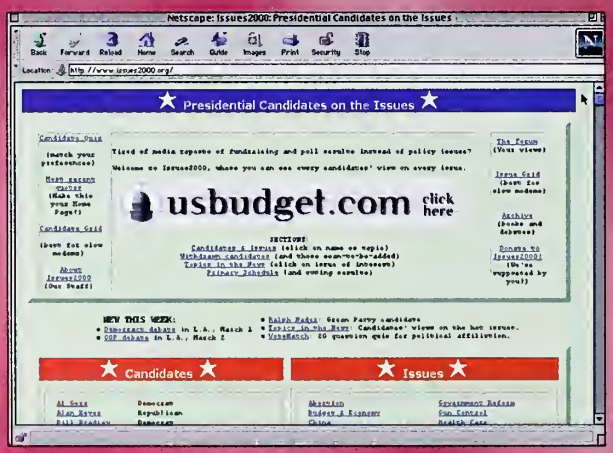


CyberSailor

CYBERSPACE: Good Place to Learn; Bad Place



www.fvap.ncr.gov



www.issues2000.org

CyberSailor recommends reading the fine print. I recently saw a homepage that read, "Who do you think should be president? Help us out by sending your vote with this online fax service."

The huge text was accompanied by bulky graphics of the republican and democratic icons, and the homepage proprietors described themselves as pollsters.

But the fine print at the bottom said, "1-900 rates are $2.95 a minute and faxes generally take 2 to 3 minutes." In other words, "Oh by the way, we're gonna charge your leg off!" When I discovered the lovely opportunity to pay $9 to tell some RIP-OFF ARTIST who I think our next president should be, I declined. I'd rather explain to him the meaning of a good cyber butt-kicking.

So online scams have found their way into another area of American life — our love of expressing viewpoints. CyberSailor, (that's me) has found a lot more resources out there for learning about candidates and voting assistance, than I've found negative voting sites or scams. With the presidential elections coming Nov. 7, 2000, more Sailors should be interested in voting than in off-election years. At least that's the statistical trend with most American voters. While you can't submit your vote through the Internet (unless you want to fax it to a rip-off artist), you can get just about any other voting help you need.

Though presidential primaries are finished, at www.fvap.ncr.gov you can find a schedule of the state primaries for each state at the link for 2000 election calendar. You can also find all the Federal Voting Assistance Program publications and resources. Need a registration form? You can get it while you're there. Need an absentee voting ballot? You can get that, too. If you're overseas and not sure how to vote absentee, you can E-mail the Federal Voting Assistance Program directly at: **vote@fvap.ncr.gov** or call toll

The appearance of commercial websites in All Hands *does not imply endorsement by the Departments of the Navy or Defense.*

free 1-800-438-8683 or DSN 425-8683. Even easier, there are toll-free numbers available for 55 foreign countries from Antigua to Venezuela.

If you have stronger than average feelings about politics

o Vote

and are heavily for or against some candidates, you may want to visit **www.osc.gov/hatchact.htm** and review the Hatch Act. For instance, under the Hatch Act, you will find you can be an active member of a political party or club, but you can't wear partisan political buttons while on duty. You're even allowed to make speeches for candidates (your dream, right?), but not while in uniform or driving a government vehicle. Most of your political dos and don'ts are listed under the Hatch Act.

There's a host of informational links and state election information at: **www.Y2VOTE.org** — and fairly cool graphics. If you'd like to know where candidates stand on issues (or who's running for office if you're like the Sailor who sits at the desk next to mine), go to **www.issues2000.org**. It advertises that it can show you every candidate's view on every issue.

Once you know the issues, you should be ready to vote — unless you still need motivation. You can order motivational posters from the **www.fvap.ncr.gov website**, but ordering takes motivation, too. I'll give you the winning slogans from the last few FVAP contests.

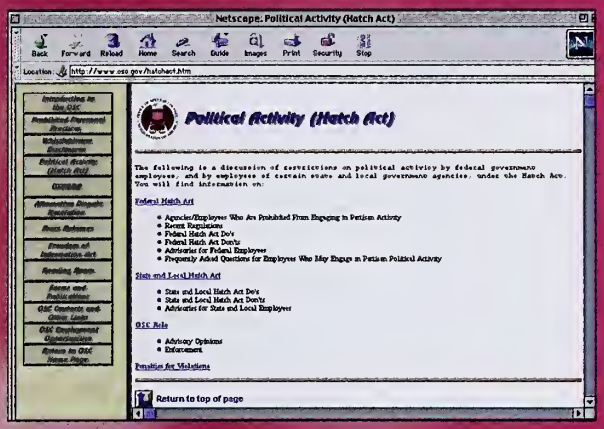
Your Vote Is The One That Matters
— HM1 Roberto A. Small (1995)

Vote Today For a Better Tomorrow!
— HMC Romualdo V. Cabal (1997)

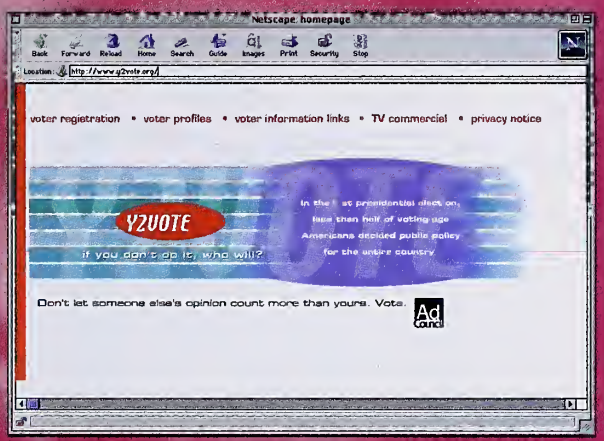
Your Voice, Your Choice: Vote
— Roger G. Mansfield Jr., Department of the Army Civilian (1999)

I'm not sure a slogan can help someone decide to vote, but I hope you were already planning to vote. After all, America needs us to vote as well as float; it's just another way of protecting democracy. So good luck at the polls, and if you aren't going to vote, write me a paragraph explaining why and fax it to 1-900-CYBER-RIPOFF :-) Thanks.

Cyber Sailor



www.osc.gov/hatchact.htm



www.y2vote.org

ine Voting

Eye on the Fleet

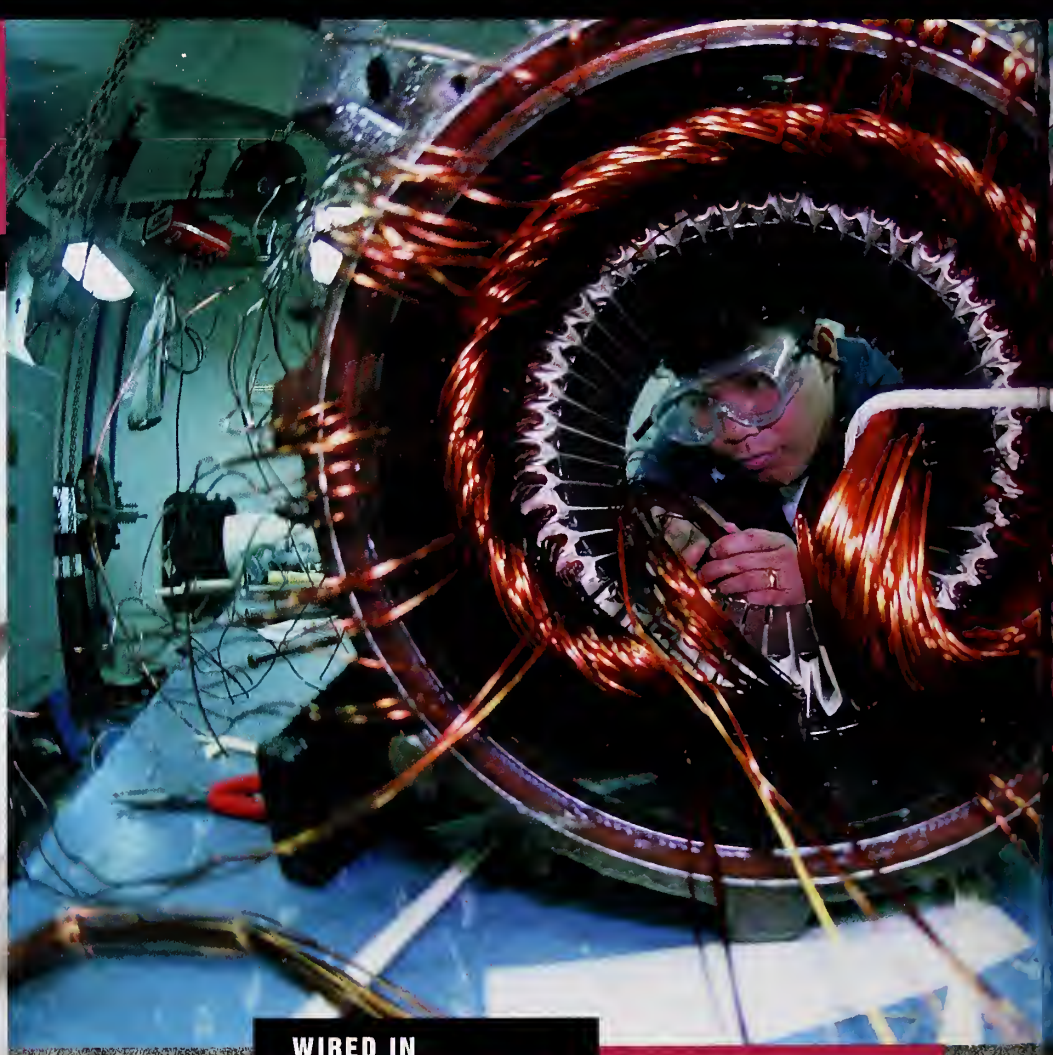
EYE ON THE FLEET is a monthly photo feature sponsored by the Chief of Information Navy Visual News Service. We are looking for HIGH IMPACT, quality photography from SAILORS in the fleet to showcase the American Sailor in ACTION.



HT2(SEAL) Stephan Drum from Media, Pa., sights in his rifle during Fleet Battle Experiment Foxtrot in Bahrain.

Photo by PH2 J.B. Keefer

IN HIS SIGHTS



WIRED IN

ET2 Aurelio Amilao of Cervantes, Republic of the Philippines, conducts maintenance on the Ship's Service Turbine Generator motor circulation pump aboard USS *Blue Ridge* (LCC 19).

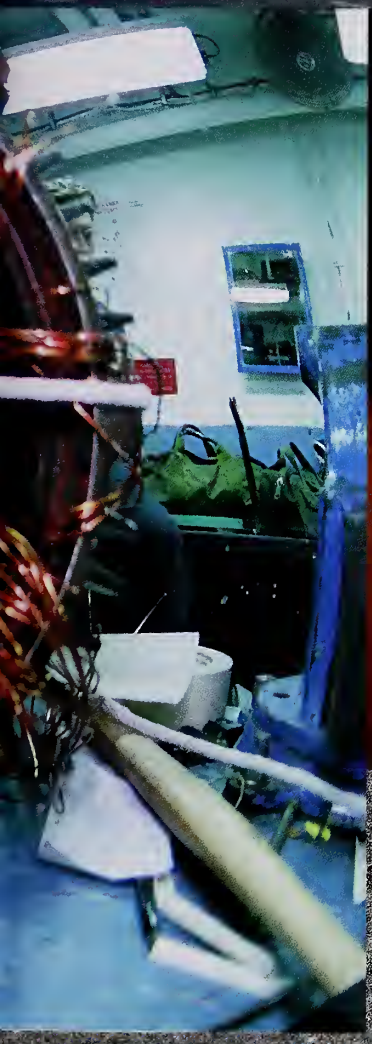
Photo by PHAN Kurt Eischen



STEAM ROLLER

An F/A-18 *Hornet* from Carrier Air Wing (CVW) 17 is directed to a catapult on the flight deck of USS *George Washington* (CVN 73) prior to launch.

Photo by PH3 Brian Fleske





FIRE WATCH

USS *Kitty Hawk* (CV 63) Sailors, ABHAN Colby Jergensert of Wilits, Calif., and ABH3 Charter Delzatto of Oceanside, Calif., stand the flight deck fire watch.

Photo by PH3 Danny Ewing Jr.



SEUSS SAILOR

ET1 Robert Young from Tazewell, Va., reads Dr. Seuss's book *The Cat in the Hat* to Hampton Roads school children aboard USS *Harry S. Truman* (CVN 75). *Truman* hosted the national kick-off of "Read to Kids Across America" campaign by having 120 Sailors read for more than 750 local school children.

Photo by PH3 Michael A. Hursey II



COMING AT YOU

LT Miles Ervin (left) of Klamath Falls, Ore., and LT John Stuhifire of Walpole, Mass., perform flight test in a P-3 *Orion* at Naval Force Aircraft Test Squadron, Patuxent River, Md.

Photo by AT1 David Schroeder

Two U.S. Navy HH-60 *Seahawk* helicopter pick up a downed air crewman durin Exercise *Desert Rescue,* a search and res cue (SAR) training exercise conducted a Naval Air Station Fallon in Fallon, Ne

Photo by Air Force TSGT David W. Richard

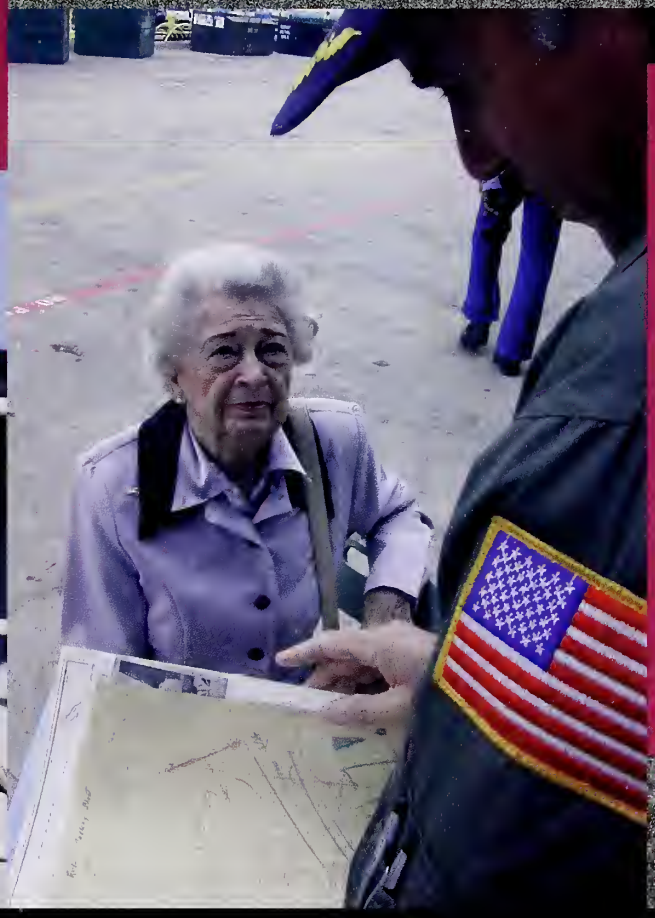
NIGHT MOVE

Sailor aboard the destroyer USS *Elliott* (DD 967) uls a line in as the ship gets underway from Pier at Naval Station San Diego. *Elliott* is deploying to e Western Pacific and Indian Ocean.

oto by PH1 Chuck Cavanaugh

AULING IN





A FITTING TRIBUTE

Lolita Madden, of Chula Vista, Calif., the wife of a former USS *Essex* (CV 9) crew member, visits with CAPT Stephen Gilmore, commanding officer of USS *Essex* (LHD 4), a multi-purpose amphibious assault ship. Her husband was one of the original plankowners aboard the World War II carrier. Mrs. Madden made a surprise visit to the ship to donate one of her husband's cruisebooks.

Photo by
PHAN Timothy Nequin



TO BE CONSIDERED

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Standing Firm

By JO1 Robert Benson

Someone really should just hang a "do not touch" sign around the neck of Aviation Boatswain's Mate (Fuels) 1st Class Thomas Lucas. It might limit the gawkers, paparazzi and voyeurists who stop and stare at Lucas and whisper and point. Recently things have gotten somewhat out of hand: strangers are touching him. Some of the daring — mainly tourists — have the gall to put their kids next to Lucas and take a picture for their scrapbook. They don't even pay him or say thanks.

You see, Lucas has a weight problem. Right now he tips the scales at more than 1,000 pounds. That's not all; his skin is wrought with disaster: It's hard and weathered, no way indicative of his middle European background. What's worse are these in-escapable facts: he stands outdoors in the rain without an umbrella, he hasn't spoken to anyone in more than a year and slowly, day by day, he's turning green.

There's only one person who has really reached the core of Lucas, and that's Lucas himself. Not the cast bronze Lucas that stands permanently in front of the Aviation Museum in Pensacola, Fla., (that's right, Lucas is also a piece of metal) — we're talking about the real Lucas. The living, breathing, cocky-and-quick-to-make-a-joke-Lucas.

Two and a half years ago, Lucas, then 27, was selected to model for a series of statues by famed sculptor and museum director, retired CAPT Bob Rasmussen. Rasmussen said he had studied the Lone Sailor statue at the Navy Memorial, Washington, D.C., but it didn't quite express his idea of the enlisted Sailors he'd known during his years in the Navy. "They wanted someone who was young and 'cocky' and knew what he wanted to do in life," said Lucas, a native of Clinton, Ind. "My name immediately came up." Lucas said they also needed someone with a good body structure. There too, Lucas met the mark. He got word that he was the candidate for the statue just prior to going on leave. His supervisor asked him, "Would you rather go on leave or be immortalized?"



Photo by Joy White

ABF1 Tom Lucas is "beside himself" as he poses with the statue of "Sailor Pride" which was modeled after him and permanently stands in Pensacola, Fla.

They put Lucas in blues and aircrew gear and dungarees, gave him props and then studied, sketched and photographed him from all angles.

Rasmussen worked his magic and two years later, last Veterans Day, the statue was unveiled before a gathering of assorted brass and VIPs. Lucas, an E-5, was the lowest-ranking person in attendance at the special ceremony.

"Everyone was there," said Lucas. "I was the only under E-9 around. They had me off in the corner and at one point asked me to stand up and be seen." When the statue was unveiled everyone instantly realized the person standing mirrored the statue to a "T."

According to Lucas, Rasmussen used some of his son's features for the statue, but the overall look resembles Lucas. "It still looks similar to me," said Lucas. "You can tell by the ears." His friends joke that they must have spent $1,000 alone on the statue's ears, because they 'stick out so much' just like Lucas's.

Around base, Lucas has become somewhat of a celebrity. At reenlistments near the museum, people approach him and ask if they can take pictures of him alongside the statue. He said he sometimes poses for up to 10 minutes, while photographers cycle through for shooting.

Hidden away in his scrapbooks and shoeboxes are some 300 photos of Lucas by his statue.

Many people entering the base on their way to work drive by the statue. But many don't believe it's Lucas. "My brother in the Army didn't believe they made a statue of me until I sent him a newspaper clipping. My mom was so surprised she could only take a bunch of pictures. And my entire class (Lucas is an instructor) really didn't trust me until I took them out there to see it. I took my three year old son there and asked him who it looks like; and he said it did look like me!"

Lucas said he was glad to be a part of making the statue. "The Navy has given me a lot in my life, and I'm glad to give something back to the Navy. I can come back to Pensacola anytime and I'll still be there."

Unfortunately, some things he'll never get over are the pigeons, weather, spectators and the weight issue.

He doesn't fold or waiver in the face of these problems; he stands firm and holds his ground, rain or shine.

Proud, cocky — immortal.

10X teaser

This Month: This tool will take you to a new depth in your work. What is it?

Photo by PH2 Aaron Ansarov

Last Month's answer:





An altimeter, used by the Navy Leap Frogs parachute team to view their altitude while free falling during their shows.

Photo by JO1 Robert Benson

Go to our website at www.mediacen.navy.mil or wait for next month's inside back cover to learn the answer.



A computer crime prevention initiative by the

Naval Criminal Investigative Service

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ALL HANDS
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The rescuers

Navy Search & Rescue Teams Show Their Stuff

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"So Others May Live" is more than just
a slogan; for these heroes it's a way of life.

A handful of New York City Navy recruits
◀ members of the delayed entry program ▶
will soon leave for basic training.

From the Big Apple

Natalie Caceres

Jason Vasquez

Richielou Montoya

Moses Morillo

Juan Munoz

Navy Sea Cadet Joseph Sahid

Ivan Irizarry

STG2 Andre De La Rosa

ET2 (SS) Jay Gibson

FC1 Thomas Ascura

Photo by JO1 Robert Benson

to the Big Adventure

◀ See Navy Eyes in the City – Recruiting in Times Square on Page 22 ▶

Elizabeth Salazar

Kenny Perez

evin Harris

GM2 Leonaldo Ramos

Carlos Gomez

SN Esteban Angles

Andre Burke

All Hands

July

Number 999

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Find out how Navy astronauts are contributing to NASA and bringing Naval traditions into outer space.

28 Missing a Good Thing
A phenomenon is sweeping the Navy; Sailors who got out now want back in. What's going on?

32 So Others May Live
When people are in distress, the Navy's Search and Rescue teams are at the ready. Learn the ins and outs of NAS Patuxtent River's SAR Team.

38 Being Martha Dunne
She's the Navy Female Athlete of the Year, and when she's on her racing bicycle, her khaki uniform changes to sleek racing garb, her personality to cutthroat aggressiveness.

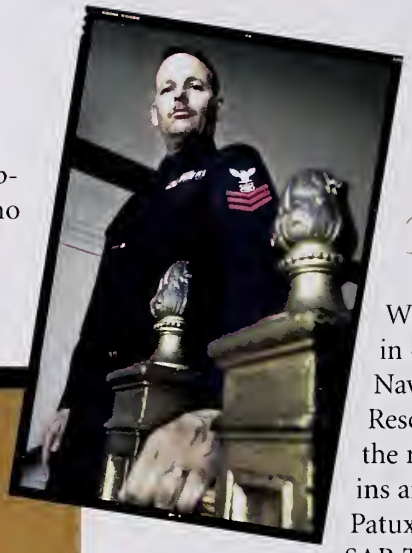




Photo by PH2 Aaron Ansarov

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Chief of Information
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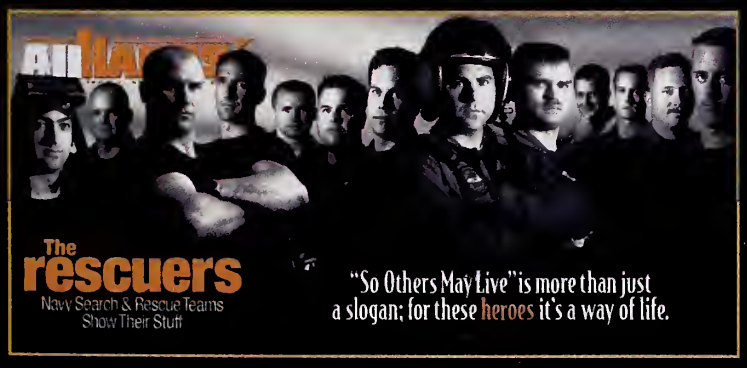
22 Recruiting in the Big Apple

ET2(SS) Jay Gibson's office is situated in a place like no other: the heart of Times Square. See the challenges he faces daily while recruiting in the city that never sleeps.

359.05
A416

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On the Front Cover

L to R: AT1(NAC) Chris Oliver
AMS2(AW/NAC) Paul Norrish
AMS1(NAC) Dennis Reed
HM2(NAC/FMF) C.J. English
AE2(AW/NAC) Joe Zullo
HM1(AW/NAC) David Spees
AMH2(NAC) Zachary Winter
AD2(NAC) Timothy Hall
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AD2(NAC) Michael Horvat
AMHC(AW/NAC) William Clark
AM2(NAC/FMF) Michael Sexton

Photo-illustration by JO1 Robert Benson

Next Month

All Hands sports a metal jacket for our 1000th issue, taking you to the mat and risking it all in the future.

Check us out Online at:

www.mediacen.navy.mil



While some Sailors navigate under the stars, the Seabees of Naval Mobile Construction Battalion (NMCB) 40 work over the stars, the stars of Adm. Dennis Blair, Commander in Chief of all U.S. Forces in the Pacific. NMCB-40 is assigned to the U.S. Support Group East Timor (USGET) and is currently rebuilding the Bemori Elementary School.

Photo by PH1 Spike Call



Got Soap?



Midshipman 4th Class John Miller, of Pine Island, Fla., stands covered in mud awaiting his company's next assignment during Sea Trials 2000. Sea Trials, held each year at the United States Naval Academy, Annapolis, Md. is designed to test the future officers' leadership and endurance proving they are sea worthy.

Photo by PH2(AW) Jim Watson



Around the Fleet

Editor,
Your issue on the Submarine Forces Centennial is quite impressive. Thanks for helping us make this historic event known throughout the Navy and to the country for which we serve.

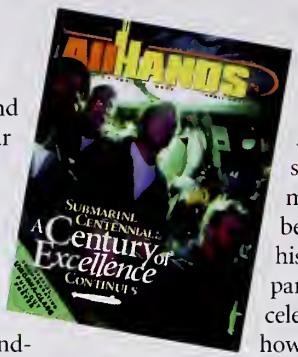
I was though, a bit disappointed to see some omissions in the magazine. The foldout is an excellent keepsake for reference and general information, but some important information is missing and alarms me.

Reference to some important submarines and an entire class of submarines which were at the forefront of making our service the world's best was forgotten in your publication. The class I'm referring to is the *Skate*-class (USS *Skate* (SSN 578), USS *Swordfish* (SSN 579) (which I served on for almost 5 years), USS *Seadragon* (SSN 583) and USS *Sargo* (SSN 584)).

These were the first class of nuclear-powered submarines for the U.S. Navy, and achieved some remarkable feats, never performed by a submarine in the world. I know that there are still quite a few "S-Boat" Sailors out there (active and retired) that feel as I do that this omission is quite glaring and does our new Sailors and naval history buffs a disservice by not mentioning the class that led the way to and through the Cold War and beyond.

Please provide some follow on info on this class in a future issue to give credit to those who served on these ground-breaking submarines that paved the way for the nuclear submarines of yesterday, today and tomorrow.

MMCS(SS)
Christopher R. Stocks
ASDS IMD LCPO/3M
Coordinator
cstocks@SDVT1.navy.mil



Editor,
First and foremost, Bravo Zulu on a fine edition of *All Hands*, April 2000, marking the U.S. Navy Submarine Centennial.

As a former submariner, it makes me proud to be part of this history and to take part in this historical celebration. I would, however, like to make some small corrections from your article on page 12. … USS *Wahoo* to which you refer as LCDR D.W. Morton and LT R. O'Kane's boat was not SS 565 but was, in fact, SS 238. Likewise, Dick O'Kane's command of USS *Tang* was not SS 563 but SS 306. The hull numbers which you referred to in your article were also *Wahoo* and *Tang* but, were *Tang*-class subs of the early 1950s named after the World War II *Gato*- and *Balao*-class submarines.

BY THE Numbers

16
The number of members of the Search and Rescue team, Patuxent River, Md. (See story Page 32)

25
The number of minutes it takes Electronics Technician 2nd Class Jay Gibson to drive from the Times Square Recruiting Station to Harlem on a good day. (See story Page 22)

220
The number of miles above the earth that the International Space Station orbits. (See story Page 16)

1988
The year LT Martha Dunne, this year's Female Athlete of the Year, came to the Naval Academy having never run a mile-and-a-half or done sit-ups and push-ups. (See story Page 38)

SHIPMATES



Information Systems Technician 1st Class (SW) Roderick P. Florentino from San Diego, was selected as the 1999 Senior Sailor of the Quarter (4th quarter) for Naval Communication Telecommunications Station, San Diego. Florentino is currently assigned as Management Support Leading Petty Officer.



Storekeeper 2nd Class (SS) Dewayne A. Thomas was selected as Sailor of the Year and awarded the Navy Achievement Medal "for unparalleled technical expertise in improving the material readiness of the Pacific Fleet." Thomas, assigned to Submarine Logistics Support Center, Bremerton, Wash., was instrumental in the command achieving 63 percent in outstanding and above scores as PRT coordinator. He also qualified as Command Duty Officer and helped four other junior personnel attain this qualification.



Information Systems Technician 3rd Class Jeanette M. Hefer-Cannon of Chicago, was selected 1999 Junior Sailor of the Year for Commander, U.S. Naval Forces Korea. Hefer-Cannon is currently assigned to the Automated Information Systems Division as an assistant network systems administrator and computer systems fault resolution technician.



Hospital Corpsman 1st Class Andrea L. Wiley was selected as Naval Hospital Guantanamo Bay, Cuba's Sailor of the Year. Wiley was cited for her exceptional leadership and management skills as Leading Petty Officer of the Preventative Medicine Department. Her enthusiasm and dedication to duty were also recognized by her selection as a finalist for the HMCM Stephen Brown Award for Excellence in Navy Preventative Medicine.

Both of these World War II boats, and their gallant commanders were lost during the war. USS *Wahoo* (SS 238), was lost on it's 7th war patrol to enemy action on Oct. 11, 1943, in Laperouse Strait and USS *Tang* (SS-306), was lost on it's 5th war patrol, sunk by it's own torpedo, on Oct. 25, 1944.

Again, thank you very much for a fine edition. I hope you don't mind the corrections.

former FTG1(SS) Carl Farina
halfhtch@crosslink.net

Editor,
The April *All Hands* was quite refreshing in its portrayal of the submarine force. There were some interesting pictures and stories, but (yes, there's always a but) there is more to the submarine fleet than the fast boat Navy.

Perhaps you could put out another issue describing the boomer side and show the rest of the submarine community?

MT1 John Hodges
SWFLANT
spk3344@swflant.navy.mil

Editor,
The internet address provided for Shades of Green Resort on Walt Disney World on Page 38 of the March 2000 *All Hands* was incorrect. It should have been **www.themeparks.com/wdw/resorts/sog.htm.**

I'm sure that Science Systems in England enjoyed the extra visits to their site. I greatly enjoy the magazine. Keep up the great work.

LT Les Daniel

Master Chief Petty Officer of the Navy
MMCM (SS/SW/AW) Jim Herdt



Photo by JO1 Robert Benson

Speaking with Sailors

Questions from *All Hands* calls on the MCPON's recent visit to Bahrain:

Q: What is the Navy doing to improve manning levels?
A: We're working very hard to improve manning levels throughout the Navy. This is primarily a three-prong attack – recruiting, retention and attrition.

Our recruiters have been doing an outstanding job meeting goal. They're bringing in 60,000 recruits a year. This is a tactical battle we have to win in our war for people. Our recruiters are working very hard to bring in the best possible recruits that we can build into Sailors.

The problem with depending solely on recruiting to solve manpower issues is that it takes 10 to 15 years to grow a First Class or Chief Petty Officer. We have to improve our retention efforts also.

We're trying to retain Sailors the same way we did when I came into the Navy in 1967 – by talking to the Sailor. The majority of our Sailors are married today, and more than half of the decision making team is at home. Every Sailor working to retain Navy families should bring Sailors and their spouses in to discuss reenlisting. That way, the couple can make an informed decision together. There are far too many spouses who don't know near enough about our Navy, and that's our fault. We are developing programs to better educate them about their Navy, and every command should sponsor a spouse indoctrination class for new families checking aboard.

Sailors should have their spouse with them when they're negotiating for their next set of orders. That simplifies the negotiation process, and strengthens the ties with the entire Navy family.

Finally, our attrition rates are too high right now. Thirty to 40 percent of the recruits our recruiters bring in don't even make it to the end of their first enlistment. That's unacceptable.

Many times shipmates interpret this as me asking them to lower their standards to keep Sailors in – NOT THE CASE! I want them to set high standards, and then pave the way to success for their shipmates to reach those standards. We should do this through active mentoring and leading by example.

> **"We all want to belong to an elite organization, and that's what we have with our Navy today."**

There isn't a Sailor in the Navy who joined wanting to be a troublemaker. We have all made mistakes in the Navy, and I'm asking Sailors in a leadership position to do what they can to minimize these mistakes for their shipmates. When Sailors don't meet standards, make them aware of it and counsel them on how to achieve our standards. We all want to belong to an elite organization, and that's what we have with our Navy today.

***Speaking with Sailors* is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.**

American GI Named "Person of the Century"

In a 397-0 vote this spring, the U.S. House of Representatives voted to name the American GI as the "Person of the Century" in their Concurrent Resolution 282 with the Senate.

House sponsor of the resolution, Rep. Robin Hayes (R-N.C.) said, "I am continually impressed and made proud by their dedication, commitment and patriotism."



Photo by JO1 Robert Benson

"We are just turning the corner on a period in which we ask the American GI to do more and more with less and less," Hayes continued. "As I have gotten to know these brave men and women, one statement continues to ring in my ears, the statement made during a military personnel hearing at Norfolk Naval Base, 'Sir whatever you give us, we will get the job done.'

"The spirit of the American GI — Soldier, Sailor, Airman and Marine — that 'can-do spirit,' is why we honor today the American GI as the 'Citizen of the Century,'" Hayes added.

Rep. Mike Thompson (D-Calif.) extended the term GI to members of the Coast Guard and Merchant Marine, saying, "It was the American GI, known at different periods of the century by names such as doughboys, Yanks, Buffalo Soldiers, Rough Riders or the American Expeditionary Force, who carried America's value system abroad and demonstrated unselfish courage aiding those who struggled against tyranny and oppression. … Indeed, there is probably not a region of the world whose people have not benefited from the presence of the American GI during the 20th century."

Rep. Jim Gibbons (R-Nev.), a co-sponsor and one of the 10 House supporters who spoke in favor of the resolution, is a veteran of Vietnam and the Gulf War. "The United States, through two hot world wars, a long Cold War and numerous wars and conflicts in all the far-flung reaches of this troubled globe, has been called the 'arsenal of democracy,'" he said. "The American GI was the bearer of those arms and our American flag. He was, and still is, the guardian of our and our allies' security and freedom."

Gibbons concluded, "The American GI kept our flame of freedom burning brightly through grim and dark skies; through blood, sweat and tears; through times of adulation and sadly, through times of unreasonable contempt. But stand they did. There have been many great people this century who have symbolized the struggle for freedom in the 20th century — Churchill, Roosevelt, Reagan — but it is the millions of people behind them, the American GIs, who actually delivered on that promise."

Rep. Mac Thornberry (R-Texas) raised the only dissenting voice and voted present on the roll call. "I would support a resolution which recognized their contributions," he said in preface. "I would far prefer a more tangible showing of appreciation, such as fulfilling the promises of health care made to those who served."

The House referred the resolution to the Senate Judiciary Committee.

Story by American Forces Press Service

Branch Clinic 237 Renamed Fisher Clinic

A humanitarian family was honored recently when Great Lakes Naval Training Center's Branch Medical and Dental Clinic 237 was dedicated to Zachary and Elizabeth Fisher, and the building's new logo was unveiled.

A supporter of the Armed Forces since World War II, Fisher founded the *Intrepid* Museum Foundation to save the historic aircraft carrier from being scrapped and was instrumental in creating the world's largest naval museum – the Intrepid Sea-Air-Space Museum in New York City.

Throughout the years, the Zachary and Elizabeth M. Fisher Armed Services Foundation, formed in 1982, has made contributions of $25,000 to military families who have lost members under tragic conditions. In addition, active-duty and past service members and their families have received scholarships from the foundation.

A program providing "a home away from home" for families whose members are receiving hospital care, was created by the Fishers in 1990. There are 26 Fisher homes located on military installations and Veterans Affairs Medical Centers, and more are in the planning stage. This program has saved families more than $5 million annually in lodging costs and has offered housing to more than 35,000 families since its creation.

"This is a very momentous occasion," said RADM Michael L. Cowan, guest of honor at the ceremony. "The Fisher family has exemplified a lifetime of support of the military," said Cowan, Chief of Staff for the Assistant Secretary of Defense for Health Affairs. "It is ideal that the clinic be named after them."

Story by Judy R. Lazarus, associate editor of the Bulletin

VC-6 Supports Counter-Narcotics Mission

Thirty members of Fleet Composite Squadron (VC) 6 Unmanned Aerial Vehicle, Det. 2, Patuxent River, Md., recently played a large role in support of *Operation Alliance*, the president's counter-narcotics mission. LCDR Pete Ulrich, officer-in-charge, and his detachment operated from NAF El Centro, Calif., where they flew the Pioneer Unmanned Aerial Vehicle (UAV) for Commander, Joint Task Force (JTF) 6, and in direct support of the U.S. Border Patrol, Imperial Valley, Calif.

During Operation *Ghostrider II*, JTF 6 Det. 2's aircrew flew 33 sorties totaling 100.3 flight hours in an effort to stem the flow of drugs across the U.S.-Mexico border.

Admiral Clark to Take CNO Helm

ADM Vern Clark, Commander-in-Chief, Atlantic Fleet, will relieve ADM Jay L. Johnson as Chief of Naval Operations (CNO) this month.

"I am tremendously pleased that the President has nominated Admiral Vern Clark to be the next Chief of Naval Operations," ADM Johnson remarked. "He is an officer of outstanding character, keen intellect and broad operational experience who cares deeply about our men and women in uniform and their families. He will be a superb Chief of Naval Operations."

ADM Clark recently testified before the Senate in confirmation hearings, stating that one of his key concerns is readiness. "It means simply taking care of the Navy that the American people have already invested in," Clark said.

Clark also gave Senators a glimpse of his vision for the future. "I want to lead a Navy that holds quality of service for our sailors as a top priority in mission and combat readiness." Clark has previously defined quality of service as a combination of quality-of-life initiatives and the Sailor's work environment, including facilities, tools, training and information.



ADM Clark was born in Sioux City, Iowa, and raised in the Midwestern states of Nebraska, Missouri and Illinois. He earned his undergraduate degree from Evangel College in Springfield, Missouri and then received an MBA from the University of Arkansas. He entered Officer Candidate School in Newport, R.I., and was commissioned an Ensign in August, 1968.

Starting his career in destroyers, Clark served aboard USS John W. Weeks (DD 701) and USS Gearing (DD 710). While still a lieutenant, he moved to command of USS Grand Rapids (PG 98); he later commanded USS McCloy (FF 1038), USS Spruance (DD 963), the Atlantic Fleet's Anti-Submarine Warfare Training Center, Destroyer Squadron 17, Destroyer Squadron 5, the Carl Vinson Battle Group/Cruiser Destroyer Group 3, and Second Fleet.

Clark's first shore assignment as a junior officer was in the Pentagon. His initial tour was in the Office of the CNO, where he served as the Special Assistant to the Director of the Systems Analysis Division. In two other OPNAV assignments, he served as Administrative Assistant and Aide to the Deputy CNO (Surface Warfare) followed by an assignment as the Administrative Aide to the Vice CNO. He served one tour on the staff of Commander, Naval Surface Force, U.S. Atlantic Fleet as Head of the Cruiser-Destroyer Combat Systems Requirements Section and Force Anti-Submarine Warfare Officer.

While serving as Commanding Officer of the Atlantic Fleet Anti-Submarine Warfare Training Center, he established and served as the first Commanding Officer of the ASW Training Group, Atlantic, a command created to provide master's level training to senior officers in coordinated ASW. His final shore assignment prior to being selected for flag rank was on the Joint Staff, where he was assigned in the Operations Directorate. During this tour, he directed the Joint Staff's Crisis Action Team during Operations Desert Shield and Desert Storm.

Clark's first flag officer assignment was joint duty at the U.S. Transportation Command, where he was both Director of Plans and Policy (J5) and Director of Financial Management and Analysis (J8). Then, while commanding the Carl Vinson Battle Group, he deployed to the Arabian Gulf and later served temporarily as Deputy Commander, Joint Task Force Southwest Asia. He then served as the Deputy and Chief of Staff, U.S. Atlantic Fleet.

Following selection to three star rank, he assumed command of Second Fleet and NATO's Striking Fleet Atlantic. He then moved to the Joint Staff to assume duties as the Director of Operations where he served until taking the position as Director, Joint Staff. Clark became the 24th Commander-in-Chief, U.S. Atlantic Fleet on 17 September, 1999.

Clark has received the Defense Distinguished Service Medal (three awards), the Distinguished Service Medal, the Legion of Merit (three awards), the Defense Meritorious Service Medal, the Meritorious Service Medal (four awards), the Navy Commendation Medal, and various other service medals and unit awards.

The *Pioneer* UAV proved to be a valuable asset to JTF-6 and the Border Patrol, providing real-time, forward-looking infrared imagery of illegal border activity. The combined efforts resulted in the apprehension of 307 suspected drug traffickers and the seizure of illegal narcotics totaling $39.7 million in street value.

Story by LTJG David A. Benham, public affairs officer, VC-6 Det. Patuxent River, Md.

Invest Today — Enjoy Tomorrow

Ever wonder why U.S. Savings Bonds stay so popular? A few short answers are: safety, ease of purchase, tax advantages, financing education, retirement and improved market-based rates are just a few. Savings Bonds are guaranteed to never lose money. They help keep the U.S. economy strong. And it's a safe, sound way to invest for your future, the future of your children or other loved ones. For more information, contact your Command Savings Bond Rep or visit the web page at: www.savingsbonds.gov

NMC Portsmouth Uses Hypnosis to Help Treat Patients

Naval Medical Center Portsmouth (NMCP) is always looking for new, innovative ways to treat patients and expedite the healing process. Sometimes even the uses of unconventional or alternative medical practices are used to fulfill this purpose.

One such form of complementary medicine being practiced at NMCP is the use of clinical hypnosis.

Contrary to popular belief, hypnosis is not an evil, sinister device, used on an unwilling

person for the mesmerizer to attain his goals as portrayed in the 1931 film, "Svengali."

In fact, it's quite the opposite. For hypnosis to work, the subject must want it and be 100 percent willing to allow themselves to be "put under" the influence so that their mind is more open to suggestion.

According to CDR Michael R. Eslinger (Nurse Corps) one of NMCP's resident hypno-therapists, patient response in the pain clinic is so successful that the demand is greater than the ability to offer the service. Eslinger is the only nurse anesthetist to earn the title of "Approved Consultant to the American Society of Clinical Hypnosis."

The benefits of hypnosis in the management of chronic pain, obstetrics, perioperative enhancement, stress management, weight management and smoking cessation are well documented in the saving many man-hours due to sick days lost.

If you are interested in clinical hypnosis or would like additional information, you can contact Eslinger by pager (757)682-1260 or e-mail him at **mreslinger@mar.med.navy.mil**.

Story by JO2 Duke Richardson, Naval Medical Center Portsmouth, Va.

Inventors Honored

The Navy's Carderock Division honored civilian employee inventors at their annual patent award ceremony. Since last year's ceremony, 74 current and former employees were granted 40 patents for inventions associated with work for Division programs. These innovators were individually recognized for significant contributions to the U.S. Navy (and to the United States).

At the same time, 16 first-time inventors were recognized by induction into the Carderock Inventors Club, an honorary society celebrating the issuance of the first U.S. patent bearing a Navy inventor's name. In addition, 73 employees were recognized as a group as inventors of 34 patent applications filed during the same period.

Examples of the patented technologies include advanced propulsor systems, submerged object detection, ceramic polymer composite materials, corrosion-resistant coatings, treatment of shipboard oily waste water, electrolytic disinfectant systems and improvements in ship hatch systems.

With only 2,000 scientists and engineers, the Carderock Division ranks third in the U.S. Navy for patents.

Story By Tom Warring, Public Affairs Office, Carderock Division, Naval Surface Warfare Center, Naval Sea Systems Command



Vietnam War Remains Identified

Two more servicemen missing in action from the Vietnam War have been accounted for and are being returned to their families for burial in the United States.

They are identified as Navy CDR James W. Hall of Los Angeles, Calif., and Marine Maj. Charles E. Finney of Saltillo, Miss.

On Oct. 28, 1972, Hall took off from the carrier USS America (CV 66) in his A-7C Corsair on a surface-to-air missile suppression mission. Over the target area in Nghe An province, North Vietnam, Hall was heard to radio to his wingman, "Two SAMs (surface-to-air missiles) lifting at 12 o'clock." No other radio messages were heard. The first missile missed his wingman, but the second struck Hall's aircraft. No parachute was observed, and no emergency radio beepers were heard.

In 1989, Vietnam repatriated to the United States 15 boxes allegedly containing the remains of U.S. servicemen. One was believed to be Hall, but forensic science at the time could not confirm identification. His case was placed in a hold status pending the receipt of new evidence or the development of new forensic techniques that would assist in the identification.

Joint U.S.-Vietnamese teams, led by the Joint Task Force- Full Accounting, conducted investigations and excavations at suspected crash sites in 1993 and 1994. They found no remains, but did recover several pilot-related items. Mitochondrial DNA testing assisted in confirming the identity of the remains recovered in 1989.

On March 17, 1969, Finney was flying in an A-6A aircraft on a night armed reconnaissance mission over Laos. Crewmen from other aircraft in the area observed an explosion in the vicinity of the target followed by a second explosion nearby which was believed to be that of Finney's aircraft. There were no parachutes sighted and no emergency beepers were heard. Search and rescue efforts were terminated several days later when no signs of survivors were found.

In 1995 and 1999, American and Laotian teams interviewed local villagers in the area of the crash, then conducted an excavation in Savannakhet province. A local worker turned over a military identification tag relating to Finney's fellow crewmember. The team also recovered numerous pieces of

aircraft wreckage, personal effects and possible human remains. This evidence aided in the final identification.

With the accounting of Hall and Finney, 2,029 servicemen remain missing in action from the Vietnam War. Another 554 have been identified and returned to their families since the end of the war. Analysis of the remains and other evidence by the U.S. Army Central Identification Laboratory Hawaii confirmed the identification of these two men.

Story by Mine Warfare Command public affairs.

Volunteers Shiver for Science

The Navy's submarine force has compiled a safety record that is the envy of the world, yet the Navy wants to be prepared for any accident that could occur.

Working from the point of view that it would take no more than seven days to get deep submergence rescue vehicles and support ships anywhere in the world, researchers at the Naval Submarine Medical Research Laboratory (NSMRL) in Groton, Conn., recently conducted a survivability study.

For seven days volunteers were locked in an airtight chamber that was kept as cold and damp as a submarine would be if it were trapped on one of the continental shelves. The chamber was closed and the temperature reduced over a 15-hour period to 39 degrees Fahrenheit, while the humidity was increased to 85 percent.

"It was actually quite unpleasant for the subjects," explained Dr. James Francis, principal investigator for the experiment. "Their air contained 2.5 percent carbon dioxide (CO2) with 16.75 percent oxygen, so it was quite different from what they are used to breathing. Their diet was made up from food a sub normally carries and they were given 2,100 calories a day. However, it couldn't be cooked or even heated. This included canned and packaged foods, powdered milk, or anything else ... all edible, of course."

Several tests were performed on the volunteers, including a series of tests of the circulatory and ventilatory responses to the cold. The objective of the study was to achieve seven days survivability without increasing the CO2 absorbent stores because space is at such a premium on a submarine.

"When a sub has electricity, they can recycle the air, but when they lose power, they have to rely on an absorbing material, lithium hydroxide, to scrub the carbon dioxide they produce while breathing," said Francis. "One of the main questions we wanted answered was 'how much carbon dioxide would a survivor produce?'"

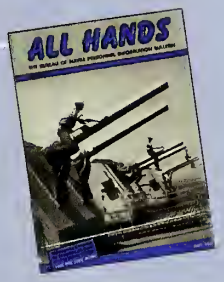
"What we learned was that if the survivors stay in their bunks and sleep a lot they produce less carbon dioxide than we thought. For example, we had expected that a person would breathe out carbon dioxide at the rate of 0.1 pounds per man/hour, but from the results we got, this number is closer to 0.08. So it looks like submarines won't need to carry quite as much CO2 absorbing material as we thought."

For more information about the Naval Submarine Medical Research Laboratory, go to: **www.nhrc.navy.mil/nsmrl.**

Story by BUMED, Medical Research and Development Division

TIME CAPSULE

***All Hands* looks back to the Navy's search for the world's deepest water (1950), the first successful deployment of the F-14 *Tomcat* (1975) and the decommissioning of USS *Coral Sea* (CV 43) (1990).**



50 Years Ago — June 1950

Immortal fame was said to be offered to the ship discovering the world's deepest water. *All Hands* reported on the Navy's search for the record depth that would never be broken, believing the Mindanao Trench east of the Philippines was the answer. Ten years later, Navy LT Don Walsh accompanied the submersible *Trieste* to a depth of 35,800 ft. in the Mariana Trench, now proven to be the deepest place on earth with an estimated depth of 36,198 ft. Also, after four years of Navy atomic experimentation, we announced a new process called ship "decontamination."



25 Years Ago — June 1975

All Hands described the first successful deployment of the new F-14A *Tomcat*. Also, on the first of the month, the Navy adopted the double-breasted coat and tie as the uniform for all Navy personnel, seaman to admiral, and banished (for a while) the cracker-jack and khaki uniforms. We announced that blue dungarees with flared legs would soon be introduced.



10 Years Ago — June 1990

ADM Kelso was just assuming the title of Chief of Naval Operations. We reported the decommissioning of USS *Coral Sea* (CV 43) and told the story of a Jewish Navy Chaplain who worked for a month with the Soviet Union, keeping secret his Navy affiliation for fear it would somehow dilute his religious mission.

Mine Warfare Ships to Hunt Mines, Recruits

Five Mine Force ships of Mine Countermeasures Squadron (MCMRON) 2, Gulfport, Miss., are on an extended, dual-mission deployment to the Great Lakes and up the Mississippi River, with several fleet exercises in between.

Mine countermeasures ships USS *Defender* (MCM 2) and USS *Sentry* (MCM 3), along with coastal minehunters USS *Robin* (MHC 54), USS *Kingfisher* (MHC 56) and USS *Black Hawk* (MHC 58), which make up Mine Warfare Readiness Group (MIWRG) 1, will tackle mine countermeasures and the recruiting mission during the deployment.

The group will participate in a Composite Unit Training Exercise (COMPTUEX), a Joint Task Force Exercise (JTFEX) with USS *George Washington*'s (CVN 73) Battle Group, and in the Caribbean phase of the annual *UNITAS* exercise.

"Operating with the fleet and our international partners from South America is an excellent opportunity for us to support the fleet engagement strategy by teaching mine countermeasures to our shipmates," said CAPT H.L. Broughton, commander of MCMRON 2. "Being able to

exercise like we fight is critical to our success."

COMPTUEX is the intermediate phase, at-sea portion of the Atlantic Fleet inter-deployment training cycle (IDTC) designed to fully integrate the various parts that make up a carrier battle group. MIWRG 1 will integrate mine countermeasures, operating in the Gulf of Mexico and Pensacola, Fla., operating areas.

During the advanced phase JTFEX, participating forces will be tested on their ability to deploy rapidly; conduct joint operations during a crisis; and refine tactics, techniques and procedures in joint force operations. JTFEX will take place in the waters off Virginia and North Carolina.

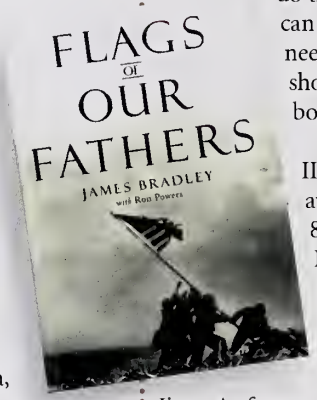
BOOK REVIEW:

Flags of Our Fathers

By James Bradley, with Ron Powers

Iwo Jima. The very name of this remote Japanese island invokes both pride and reverence in the hearts of Marines and Sailors alike. Look at the photo of six Marines and Sailors raising "Old Glory" atop Mount Suribachi on the fifth day of this decisive World War II battle. Who were these six men; what happened to them after the 1/400th of a second it took to freeze their images forever in time?

James Bradley, the son of Navy Pharmacist Mate Second Class John "Doc" Bradley, one of the six flag raisers, answers these questions and more in his new book, Flags of Our Fathers, written with Pulitzer Prize-winning journalist Ron Powers. It's the story of six young men (none were older than 25 when the battle began) from across the American landscape, who were called to serve their country in the greatest conflict of the 20th century. John Bradley, Appleton, Wis., (age 22); Franklin Sousley, Hilltop, Ky., (age 20); Harlon Block, Rio Grand Valley, Texas, (age 21); Ira Hayes, Gila River Indian Reservation, Arizona, (age 22); Rene Gagnon, Manchester, N.H.. (age 20) and Mike Strank, Franklin Borough, Pa., (age 25) all hit the beaches of Iwo Jima on Feb. 19, 1945, with their Marine brethren and stepped from obscurity into history.



Yet, none sought glory for their inspiring act. Three died before the battle for Iwo Jima was won. Two of the survivors had difficulty dealing with the subsequent fame thrust upon them.

Conversely, "Doc" Bradley never told his wife or eight children much about his experiences on Iwo Jima, not even that he had been awarded the Navy Cross for subsequent actions during the battle. The author and his siblings found 3 boxes of materials related to the battle after their father's death in 1994 and it is these materials, and some four more years of research, that serve as the basis for this exceptional book.

It is a gripping, personal story of six very young men, born into the Great Depression, thrust into a world war, members, as Tom Brokaw has written, of the "greatest generation."

It is also the sweeping story of the war in the Pacific.

In the words of noted historian and World War II author Stephen Ambrose, "[Bradley] has produced the best book I've read … I've received hundreds – thousands – of letters asking me when I'm going to do the Pacific. Now I can tell them I don't need to – they should read this book."

In World War II, Marines were awarded a total of 84 Medals of Honor and one third of them, 27, were awarded for actions on Iwo Jima. As former Commandant of the Marine Corps Gen. Charles Krulak told the author and members of the Bradley family on a tour of Iwo Jima in 1998, "It is holy and sacred ground, to both us and the Japanese." As Doc Bradley would tell his son, in one of the few conversations they had about the war, "the true heroes of Iwo Jima were the ones who didn't come back."

Flags of Our Fathers is a must read.

Review by JOC Richard L. Gorham (USNR-R)

On assignment



Photo by PHAN Saul Ingle

"If I was in a sinking boat, I'd feel better if I was in the area covered by the Patuxent River Search and Rescue team," said JO1 Robert Benson, who traveled to the Maryland facility with PHAN Saul Ingle to cover the "So Others May Live" story on Page 32. Here he dangles from a UH-3H helicopter to get a shot. "The team was very tight, and they continuously train to improve their skills. They are a very impressive group."

Reserve Seabees Participate in Military Training Exercise

Close to 1,000 Reserve Seabees of the 7th Naval Construction Regiment (NCR) recently participated in a military training exercise at Marine Corps Base Camp Lejeune, N.C. Known as Sharp Wedge, the exercise is conducted annually to increase the military readiness of Naval Reservists in the Naval Construction Force (NCF).

Sharp Wedge participants included the 7th NCR from Newport, R.I.; Naval Mobile Construction Battalion (NMCB) 21 from Lakehurst, N.J.; NMCB 26 from Mt. Clemens, Mich.; NMCB 27 from Brunswick, Maine; and Construction Battalion Maintenance Unit (CBMU) 202 from New London, Conn.

During *Sharp Wedge*, Reserve Seabees performed military training, tactical construction and a field combat exercise. U.S. Marine Corps units from Camp Lejeune assisted the Seabees by providing instruction and acting as aggressor forces.

NCF units provide responsive military advanced base construction support, general military construction and defensive combat operations in support of Navy, Marine Corps and other agencies as directed. The NCF maintains its ability to perform these functions through regular military and technical training as well as peacetime construction projects.

Sharp Wedge provided the Seabees with an opportunity to engage in realistic and challenging military training that builds experience levels, confidence and teamwork. The exercise maintains Reserve Seabee readiness and national defense relevance by ensuring their ability to mobilize and rapidly deploy to support real-world missions.

The emphasis of *Sharp Wedge* was on realistic training, cooperation and the interoperability among participating units.

For more information about Navy Seabees, go to: **www.chinfo.navy.mil/navpalib/factfile/personnel** and click on "Seabees", then "seabees1"

Story by 2nd Naval Mobile Construction Battalion public affairs.

Sailors Read to Their Children While Underway

If you miss reading bedtime stories to your children while you're at sea, then how do you think they feel?

They probably miss hearing your voice and seeing your face while you read to them in that special way that only you can. Parents at sea and their children ashore don't need to miss that anymore. Not with a program called "United Through Reading," now available to parents on board USS Bonhomme Richard (LHD 6).

"I think it's great having a program on board allowing parents to read to their children," Servian said. "I mailed off my first video in Hawaii. My wife sent me an e-mail after they got the video and she said it was great being able to have this program so our daughters could see and hear me without breaking that bond we have."

"She told me that as soon as bed time rolls around, they drink their milk and then they're ready for the video," he said. "I recommend that everybody on board that has children take advantage of this program. It's really good."

So parents, the next time you go to sea, remember you can still read your children their favorite bedtime stories. You'll both be glad you stayed "United Through Reading."

Story by JO1(SW) Robert W. Garnand, public affairs office, USS Bonhomme Richard (LHD 6).

INNOVATORS

Illustration by Rob Colvin

Ricky's Tour

By JO2 Mike Jones **mikejones43@hotmail.com**





CDR Laurel Clark and LCDR Alan Poindexter stand in Rocket Park next to a *Saturn* 5 rocket, which would have been used to go to the moon. Rocket Park is a popular attraction at the Johnson Space Center where spectators can see the enormous sizes of NASA equipment.

Exploring the Ocean of

Story and photos by PH2(AW) Jim Watson

AS THE MORNING LIGHT CREEPS OVER THE HORIZON, THE CREW AWAKES TO YET ANOTHER AMAZING SUNRISE. The ship's bell chimes right on time as it usually does, echoing down the p-ways and finally fading away not to be heard for another half hour.

Ship's log entries are made. The day begins as they slide out of their racks and make their way through the cramped environment to the galley and their respective work centers. Shift changes take place and watches are relieved, as light from the center star of our universe paints the ship with morning sunshine.

Sounds like any other day at sea, right? Well, it should, because in many ways it is like being at sea. But here, orbiting 220 miles above the earth in the International Space Station (ISS), there are no port calls, and you can't exactly walk outside to get a breath of fresh air. But for astronauts from every branch of service and from 16 different nations around the world, this is the closest they will get to Navy life while deployed in outer space; and what a view!

Naval traditions, customs and our very own Sailors have had a strong presence in space travel since the beginning. Starting with America's first man in space, Navy pilot CDR Alan Shepard, LCDR James Lovell who was first to orbit the moon on Apollo 8, and Naval Aviator Neil Armstrong, who became the first man to walk on the moon, the Navy has played a key role in ensuring the United States was at the fore front in the space race. Even the first space shuttle launch, *Columbia,* in April 1981, was manned by an all-Navy crew.

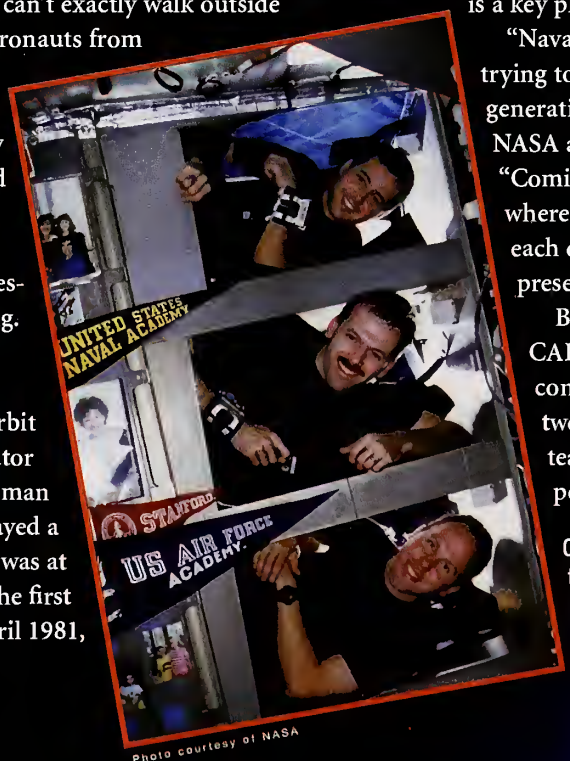


Photo courtesy of NASA

Today there is a new challenge running at NASA, calling on the experience of people from all over the world — the International Space Station. And once again the Navy is a key player.

"Naval aviators are working here at NASA trying to incorporate the lessons learned from generations of Sailors," said CAPT Jeff Ashby, NASA astronaut and veteran shuttle pilot. "Coming from a shipboard environment where we live and work in close quarters with each other for months at a time makes our presence here very important."

Beginning in October of this year, Navy CAPT William Shepherd will be the first commander of the space station, and his two-man Russian crew will be the first team to begin living on the ISS to start a permanent human presence aboard the

CAPT Daniel Bursch and his STS-68 blue shift team members show what it is like sleeping while in space. The crews of the space shuttle are under the same cramped lifestyle as many sea-going Sailors today.

Space



Piloted by CDR Dominic Gone, the Space Shuttle *Endeavour* lifts off from Kennedy Space Center launch pad 39A, to officially begin the Shuttle Radar Topography Mission (SRTM).

Photo courtesy of NASA

Top –CAPT William Shepherd will be the first commander of the International Space Station, where he and two Russian cosmonauts will spend five months on the ISS starting a permanent human presence aboard the outpost.

Middle – Although it is a learning environment, instructors map out each training exercise in full detail to ensure that if the time arises for emergency procedures, the candidates will remember their training and save lives.

Bottom – CAPT Daniel Bursch and retired Navy CAPT Frank Culbertson, Mission Commander, brush their teeth while weightless during their STS-51 mission.



Photo courtesy of NASA

Right – A digital artist's concept of what the International Space Station will look like after completion.




Photo courtesy of NASA

Illustration courtesy of NASA

terrestrial outpost. The deployments are scheduled much like shipboard deployments, lasting four to six months, after which a new crew will replace the old.

Shepherd and his crew will be conducting scientific tests and assisting in the first few months of critical assembly activities the station requires. The assembly of the ISS will take five years, with a scheduled completion date in 2005.

"We will be installing Navy customs and traditions on ISS that will eventually be carried throughout the universe," said Ashby. "It's as if this is our first ship and we are learning to sail."

The ISS is the largest and most complex international scientific project in history. It represents a move of unprecedented scale that began in 1998 with the launch of the first two components, the *Unity* and *Zarya* modules. Led by the United States, the ISS draws upon the scientific and technological resources of Canada, Japan, Russia, Brazil and 11 other nations of the European Space Agency.

Yet, the ISS is not the only NASA equipment influenced by the Navy. More than 40 percent of all leadership positions for space missions since 1961 have been given to naval officers.

Maybe that's why when you're reading sci-fi books or watching "Star Trek" on TV, a lot of the terminology reflects Navy jargon found throughout the fleet.

"It is so interesting, yet I never made the connection until I got here," said CDR Chris Ferguson, astronaut candidate at Johnson Space Center (JSC) in Houston. "There are so many similarities

Exploring the Ocean of Space

"We will be installing Navy customs and traditions on ISS that will eventually be carried throughout the universe," said Ashby. "It's as if this is our first ship and we are learning to sail."

Below – It's nothing short of spectacular for CDR Chris Ferguson's son as he gets his first look at his father in a real NASA space suit.



to being on a ship out to sea while in the shuttle and ISS."

Ferguson is one of many Navy candidates at Johnson Space Center who are going through 18 months of basic astronaut training, followed by two years on various project teams to prepare them for shuttle missions and ISS deployments.

"It is all very exciting," said Ferguson. "The shuttle training aircraft is probably the most exciting for me so far. NASA uses a modified *Gulfstream-2* that makes a 20-degree dive approach to simulate shuttle landings."

Piloting the space shuttle is an amazing opportunity for the naval aviators, and although it can be much like flying a jet, it takes countless hours of simulator time and training for every possible emergency. Thousands upon thousands of switches make up the cabin and the interior of the shuttle, and



Top – CDR Chris Ferguson struggles to zip up his space suit before emergency egress Mode 8 bailout training.

Middle – CDR Ferguson readies himself as he straps into the pilot's seat of the mock space shuttle used at Johnson Space Center.

Bottom – CDR Ferguson prepares to come out behind his classmate who is performing a "Mode 8" bail-out from the mock space shuttle during the candidate's initial emergency egress training.





Photo courtesy of NASA

learning what they all do can be mind bending.

"It takes you a year just to figure out what all the switches do," said LCDR Alan Poindexter, astronaut candidate at JSC.

"There are more than 1,000 switches in the cockpit alone," added CDR Michael Foreman as they both went through the Single Systems Trainer, which tests them on various emergency procedures for the space shuttle.

It may look like aviators are the only ones influencing NASA in the space program, but it's quite the contrary. The Navy has SEALs, divers and flight surgeons in the astronaut program and is looking for submariners to draw on their experience with nuclear power.

"As it stands now, it will take two and half years to go to Mars and back, and the window of opportunity is very time critical (every two years when the Earth and Mars are in close orbit together)," said Ashby.

"Yet nuclear power could someday help in making space travel faster and more cost efficient."

While it may not be clear where the future will take us in the cosmos, one thing is certain — everyday Navy Sailors go where no one has gone before.

Watson is a photojournalist assigned to All Hands.

Exploring the Ocean of Space



Photo courtesy of NASA

Inset – Robert Barnett assists CDR Robert Curbeam Jr. into a pressurized and specially-weighted (for neutral buoyancy) training version of the extravehicular mobility unit (EMU). The astronauts frequently use the suit in a giant pool to rehearse both scheduled and contingency space walks.

Left – CDR Robert Curbeam Jr., attired in a pressurized and specially-weighted (for neutral buoyancy) training version of the extravehicular mobility unit (EMU), rehearses a space walk in the Neutral Buoyancy Laboratory (NBL) at the Sonny Carter Training Center near Johnson Space Center. The training took place prior to Curbeam's assignment as a mission specialist on the STS-98 mission.



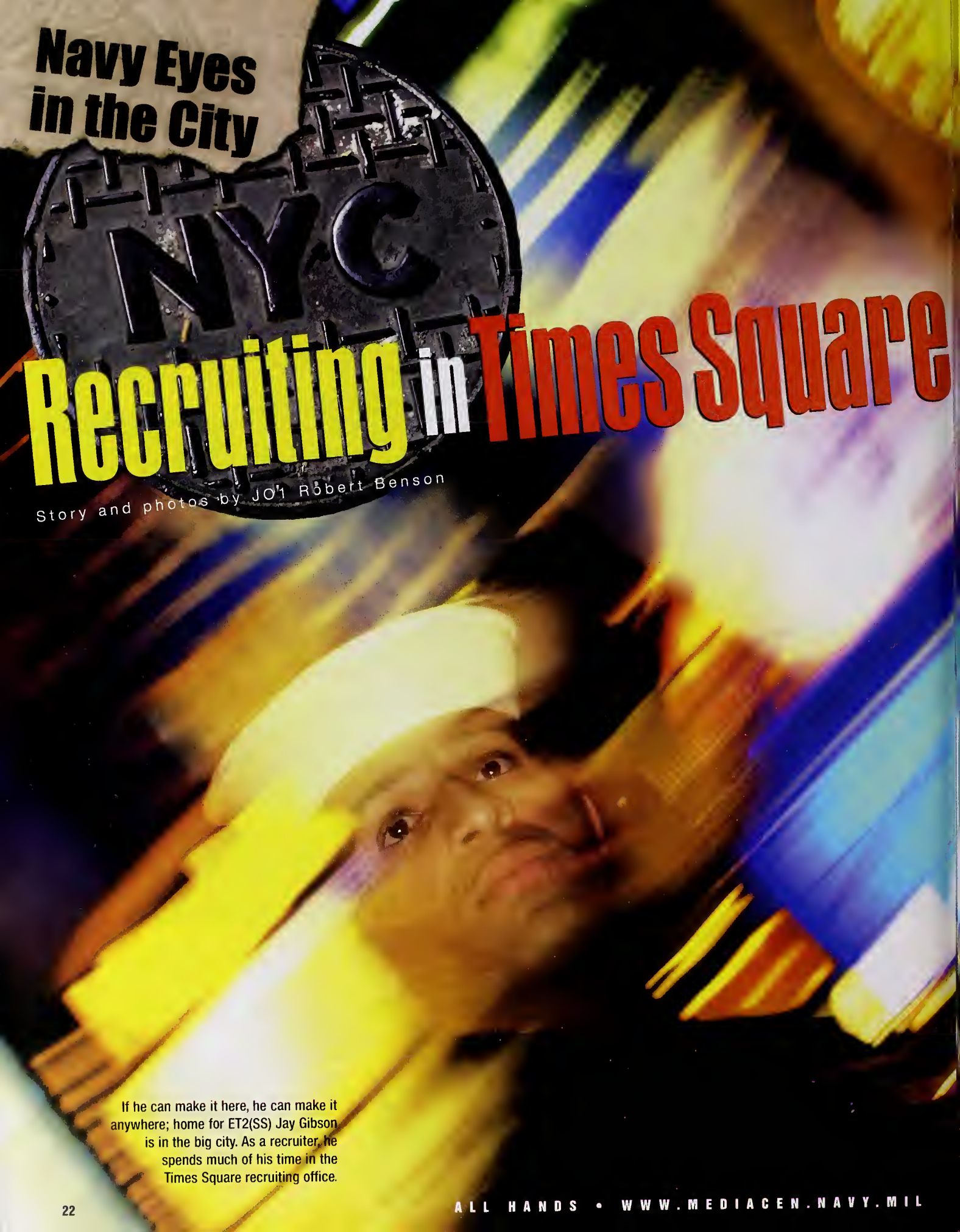
Photo by Bill Stafford, NASA

Along with photographing training on board NASA's KC-135 zero-gravity aircraft, LT Scott Norr (left), serves as technical monitor of the photographic laboratory at Johnson Space Center. He is responsible for all the original mission film processing for the Space Shuttle and upcoming ISS missions. The Reduced-Gravity Program was started in 1959 to investigate human and hardware reactions to operating in weightless environment.

Navy Eyes in the City

Recruiting in Times Square

Story and photos by JO1 Robert Benson



If he can make it here, he can make it anywhere; home for ET2(SS) Jay Gibson is in the big city. As a recruiter, he spends much of his time in the Times Square recruiting office.



New York

cabbies don't have a thing on Electronics Technician (Submarine Warfare) 2nd Class Jay Gibson. He can swerve and speed and dodge and haggle with the best of 'em — with attitude. Uptown, downtown, Chinatown, the Bronx and Manhattan: the roads through these neighborhoods are engraved in Gibson's head — no shortcut is unknown to him.

Last week he made the Times Square to Harlem run in 25 minutes. Down 43rd street, up FDR Drive, over to 125th street. The run to his headquarters recruiting station didn't even involve curb hopping, running red lights or endless wailing on the horn. Gibson's driving style mirrors his personality: on the go, working hard, persistent and aggressive, but with moderation.

To say Gibson merely drives his car would be somewhat misleading; "lives in his car" may be the better word choice. He's not homeless, but he will spend up to four hours a day driving the city streets in his ride. It's a beauty, too: a government-issued 1996 Chevrolet Corsica. Bluish-green paint job, accentuated by 53,000 miles of dust and grime, hinting at the abuse New York City roads provide. As a recruiter working in the world's most famous recruiting station at the heart of Times Square, Gibson's life is far from mundane.

Consider New York City, the world's pulse, the core — thousands of people swarm the sidewalks day and night, amidst car horns, construction squeals, storefront music and city life … By day, 100-foot billboards scream advertisements at the hustle and bustle below. At night, neon lights paint reds, greens and yellows on the glass walls of a building dwarfed in the middle of it all: Gibson's recruiting office. The structure stands as a small, multi-million dollar, recently renovated "sales center" made nearly entirely of glass with large screen TVs and art-deco stainless steel finish.

Designers gave the building the flash and pizzazz intended to make young people drool. It's located directly across the street from the MTV studios.

The "Big Apple" is the city that never sleeps, but that's all good for Gibson, a Hispanic, bilingual native of New York

Navy Eyes in the City

NYC

Recruiting in Times Square



From the inside, it almost looks like a casino — the recently renovated Times Square recruiting station is a landmark in the Big Apple. ET2(SS) Jay Gibson is oblivious to the throngs of tourists and business people outside as he talks on the telephone.

City who has street smarts and charm. He's got the looks and influence to recruit just about anyone.

At 3:30 a.m., Gibson leaves to meet a recruit in Harlem. The young man is destined for the nearby MEPS station in Brooklyn.

"I've never had anything like this before in the Navy," said Gibson. "As a recruiter I can change people's lives in a positive way. I've seen people who have nothing, and I put them in." That, says Gibson, makes the long hours worth it.

At 4 a.m., he arrives at the recruit's apartment. By 5 a.m., he's at MEPS. At 8:30 a.m., he's back in his Times Square office, and at 9 a.m., he's in Grand Central Station, manning a portable Navy booth.

Neatly stacked on the table are "Go Navy" brochures, Navy key chains, Navy water-bottles, Navy stickers and Navy pens. Instinctively, some young commuters are drawn to the table.

Gibson, in his working blues and white hat, stands out like a sore thumb in the train station — something he uses to his advantage.

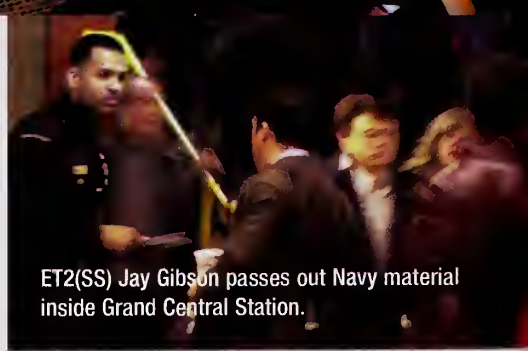
"Como está?" he says to a young New Yorker. The young eyes light up, surprised that the man in the uniform knows Spanish.

"It helps to speak two languages," said Gibson. "They let their guard down if you speak their native language." After a pitch, he hands the teenager a card and shakes his hand, New York City-style.

"A lot of these people I won't see again," said Gibson. "Most of them are just passing through. A lot will go to a recruiting station near their home. Some might come back here. It's a 50-50 shot. I think of myself as a farmer: I'm planting seeds. Navy seeds." On a good day Gibson will hand out 50 to 60 cards … .

"I tell people the good and the bad. If what I offer them is better than what they have at home, they're almost in. Once I get the parents on my side, they don't turn away. Parents know that if they stay out on the streets they're gonna get in trouble."

At 10 a.m. he's back in his car, driving to Harlem to drop off some paperwork. Quick bite to eat in Chinatown, then it's back to Times Square. Dozens of messages await him on his answering machine. Time for some "phone power" — follow-up telephone conversations on leads.



ET2(SS) Jay Gibson passes out Navy material inside Grand Central Station.

It's noon.

Knocking on the recruiting office door, which is always locked for safety, is a young, non-native English speaker. Gibson buzzes him in. Kid says he wants

"As a recruiter I can change people's lives in a positive way."

I've seen people who have nothing, and I put them in."

That, says Gibson, makes the long hours worth it.



ET2(SS) Jay Gibson spends hours on the road each day, traversing all parts of New York City to scout out potential recruits.



Each morning ET2(SS) Jay Gibson spends time in Grand Central Station to scout potential recruits.

to be a SEAL. Some small talk, an explanation of SEALs and a barrage of obligatory questions follow:

"Have you ever been arrested?"

"Do you have a high school diploma?"

"Any major medical problems?"

"Use drugs?"

"Married?"

"Children?"

"A lot of good people come through here, but some we can't take because of their background," added Gibson.

Gibson's monthly goal is two people, but with the high traffic in the area he's encouraged to find more.

"A lot of people don't know the good things the Navy has to offer. The Navy will sell itself. It has the best benefits of other branches and has the most technical jobs."

Mess Management Specialist Seaman Noemie Gonzalez, now working in the galley aboard USS *Seattle* (AOE 3) in Earle, N.J., recognized the great opportunities the Navy had to offer; one year ago,

Navy Eyes in the City

NYC Recruiting in Times Square



Navy Sea Cadet Joseph Sahid is exhausted after a morning assisting ET2(SS) Jay Gibson (on phone) in recruiting.



"He was more of a friend to me than a

"Whenever I had

honest answers.

she was recruited by Gibson.

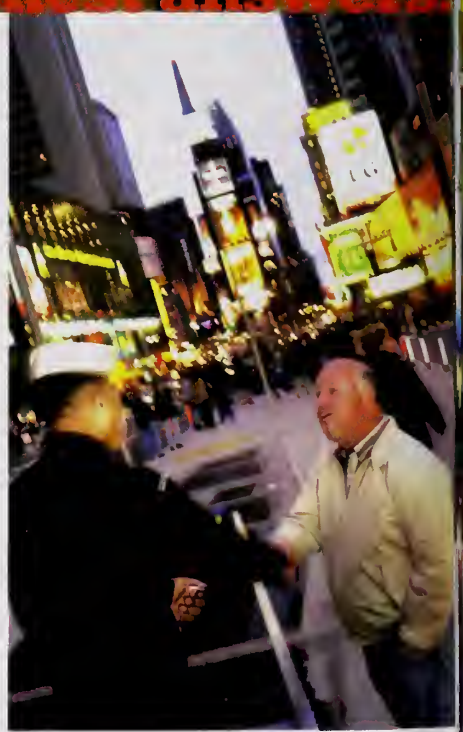
"He was more of a friend to me than a recruiter," she recalled. "Whenever I had a question he always provided honest answers. He was so helpful."

Gonzalez said Gibson was able to relate to her better because they both shared similar backgrounds. "He was from the Bronx like me. He knew if I didn't join the Navy, I wouldn't make it out here in this place. Now I'm ecstatic to be in. He helped me make the best choice of my life."

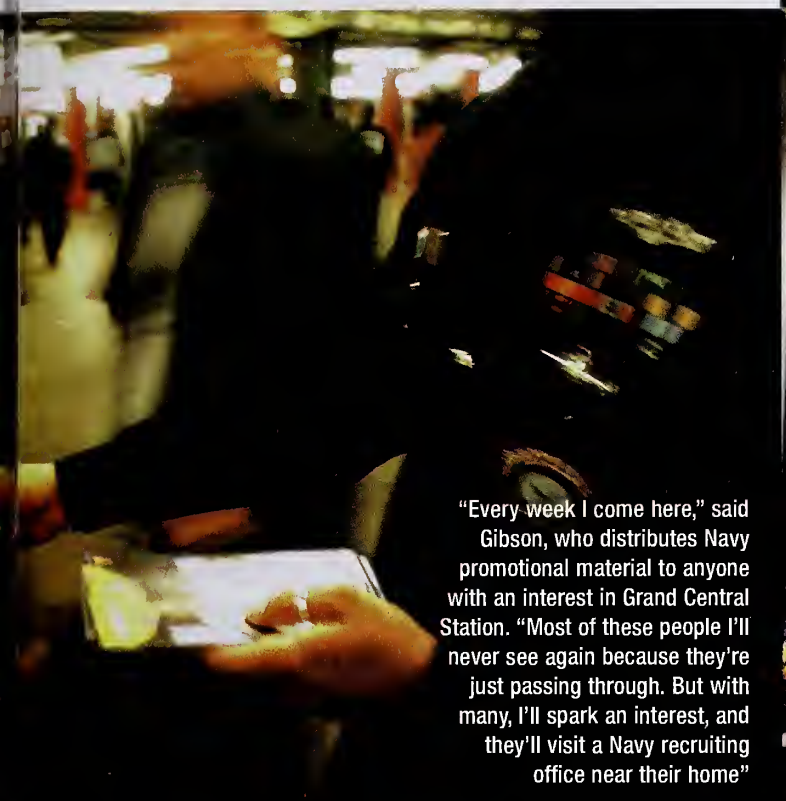
As Gonzalez garnishes a plate of food, just the way she learned at the Navy's mess specialist school in San Antonio, she's excited about foreign countries she'll see and remembers the first few steps that changed her way of life. She remembers the long talks with Gibson, the advice, the honesty and boarding the plane that would fly her life in a whole new direction.

Yeah, New York cabbies have nothing on Gibson. He knows the roads, and the maps ingrained in Gibson's head include the ins and outs of changing people's lives. From one customer to the next, street-savvy ET2(SS) Jay Gibson is adding up fares a cabbie can't touch.

Benson is a photojournalist for All Hands.



Just outside the front door of his office, ET2(SS) Jay Gibson is stopped by a former Navy veteran with sea stories. With thousands of people passing by his door every morning, such an occurrence is the norm.



"Every week I come here," said Gibson, who distributes Navy promotional material to anyone with an interest in Grand Central Station. "Most of these people I'll never see again because they're just passing through. But with many, I'll spark an interest, and they'll visit a Navy recruiting office near their home"

recruiter," she recalled. a question he always provided He was so helpful."



Joseph Sahid, a Sea Cadet, gets a reassuring hug from ET2(SS) Jay Gibson during a visit to George Washington High School in North Manhattan. "This is Mini Me. One day he's going to be the President," said Gibson.

Far from anything that floats or gets underway, Gibson is firmly planted in the thick of it all: a recruiting office in the heart of Times Square.

Story by JO1 Robert Benson, photos by JO1 Robert Benson
and PH2(AW) Jim Watson

A phenomenon is sweeping the Navy. Sailors who got out now want back in.

What's going on?



rude convenience store customers; no more on-call, seven-day-a-week minimum wage struggles; no more lack-of-job-satisfaction headaches.

For SIGNALMAN 2ND CLASS SCOTT CORBIN and countless others like him, those memories of civilian life are a thing of the past. The Colorado Springs, Colo., native wasn't happy with life after he left the Navy — he wanted back in and he got it.

There's a phenomenon happening in record numbers across the Navy: people who quit are now returning to service. Even with the booming economy, the numbers of returnees — Navy veterans or "NAVETs" — are increasing. Why? Listen to the stories of some NAVETs and you'll hear tales of camaraderie, job satisfaction, excitement and adventure that wasn't matchable on the outside. Getting out? "Think long and hard about it," warns Corbin.

"I've come to find that during my year out of the Navy I actually made more money while I was in," said Corbin. "The total number of gross dollars looked like more on the outside, but by the time I got done paying for life insurance and medical, it just didn't balance out."



SM2 Scott Corbin was out for one year before he returned to the Navy. "On the outside, I was working seven days a week and was always on call; I felt no gratification from it. I also missed the friendships and the camaraderie I had in the Navy. I just decided to go back in."

Photo by JO1 Robert Benson



Photo by PH2(AW) Jim Watson

MA1 Mark Sterling was out for 10 years before he returned to the Navy. "I would have had to make $60,000 on the outside to match what I would make in the Navy as an E-6 with more than 18 years. Job security and the wages and benefits of the Navy are hard to match."

Corbin, who was working at a convenience store, got tired of the daily "grind." "One day I just came to the realization that I was tired of working seven days a week and being on call. I was working constantly and so was my wife."

Inspired by pay raises and enhanced benefits in the Navy, Corbin went to his recruiter and asked to return to the Navy. He said he missed the friendships, the camaraderie and knowing people around the world.

"When I got out, I never thought I would come back in. But there were just so many changes (in the Navy) that year. Now I'm really happy I'm back in. I tell the younger guys to take a hard look at what they're doing, and think long and hard before getting out."

Corbin is stationed on USS *Nicholas* (FFG 47), with 10-section duty and 6 a.m. to 1 p.m. hours.

MASTER AT ARMS 1ST CLASS MARK STERLING had it all. He was living "fat" in the outside world after he got out. As chief of police in Oklahoma County, Okla., Sterling had 21 people working for him. He was well-known throughout the state and had a take-home patrol car, wore a side arm and was making good money. He was hailed as a hero in his hometown after saving lives at the Oklahoma City Federal Building bombing. Sterling was awarded the Medal of Valor, the Medal of Honor from the Oklahoma City bombing and he was nominated for the Congressional Medal of Freedom. Still, something was missing....

"I started to look at my future more," he said. "For me to make the same kind of money on the outside as I did in the Navy as a first class, I would have had to bring home $60,000. As a chief of police, I brought home $1,600 per month. In the Navy, I'm making $2,600, and that's not even including the benefits. For me, the pros of the Navy definitely outweighed the cons."

SK2 Alan Lewis was out for two years before returning to the Navy. "I get things out of the Navy that are more valuable to me than money: friendships, job security, the whole package. For me, the Navy is perfect."

Sterling was in the Navy initially from 1986 to 1990. He got out for the police job, and returned in 1999.

"Since I've come in, I've found that the Navy has changed 180 degrees. The Navy treats me like I'm somebody; before it was 'hurry up and get it done, if it turns out fine, that's good.' Now, they consider the people more. The quality of life is also 180 degrees better than it was. The professionalism of the people is wonderful. It really is.

"I'm glad to be back in the Navy. I would caution those who are thinking about getting out to really look at the money and benefits. You'll find you have to make a lot of money to equal what you have in the Navy. It isn't such a nice world out there."

During the Oklahoma City bombing he pulled bodies — babies included — out of the charred, burning wreckage. After that fateful day, one that he remembers vividly today, he "just went home and cried."



Photo by JO1 Robert Benson

Missing a Good Thing

"It took the wind out of my sails. That's changed how I look at people in the Navy today; I look at them as individuals; people who matter. I found it's OK for a man to cry and get upset over things. My people skills are a lot better because of that."

Sterling, enjoying his new Navy career, will soon transfer to Europe where he will work on a flag staff.

Storekeeper 2nd Class Alan Lewis returned to the Navy after being out for nearly 24 months.

"I gave myself two years," said the Wilmington, N.C., native. "My age was one of the reasons I wanted to get out. I came in kind of late, I was 30 years old. My wife and I were thinking, 'if I reenlist, that's it, I'll be in the Navy for 20 years.'

"We had an import business set up and we gave ourselves two years to make a go of it. We decided if I didn't make it, I would come back in; I made sure before I got out I could come back in."

Lewis learned that if he kept his "out" time less than two years, he would have a better chance of retaining his pay grade when he returned.

He was so adamant about sticking to his two-year plan that he packed a sea bag when he got out and kept it in his closet ready for his return to the Navy.

"It was a real hard decision for me to get out. I felt I was a pretty smart guy, and I owed it to myself to try it.

"The business didn't work out, so I took a job at the post office. I was making good money and was content for a while. Meanwhile, I came up on that two-year mark, so I sat down with my wife and we talked.

"We decided the money I was making at the postal job wasn't that much different than it was in the Navy. The job was very routine. I was going to work, then coming home, going to work, coming home. At the post office, I would have had to do 30 years before retirement."

Lewis said the biggest factor in his decision to return to the Navy was boredom.

"I couldn't see myself sitting around in Wilmington for the rest of my life."

Lewis went to the recruiter, reenlisted and was sent to USS *Gunston Hall* (LSD 44) in Norfolk. Now, he confesses he loves the Navy.

"I was on the phone talking to this salesperson the other day and I started recruiting the guy. He was 19, and I told him to go see his recruiter. I told him about my experiences: told him I've lived in Italy and am getting ready to go on deployment.

"I also tell people they will regret it if they get out. For a guy like me who doesn't have a really specialized skill or specialized interest to do a particular thing, the Navy is perfect. People say, 'If I get out I can make a lot more money;' that's not what it's about with me. I get things out of the Navy that are more valuable — the friendships, the job security, the whole package. There are a few things I don't like about the Navy, but everyone has to pay their dues."



IC3 David Clements was out for eight months before returning to the Navy. "I didn't have a sense of self after I got out. When I was in the Navy, I knew who I was and what was expected of me. It's a whole different world out there."

Interior Communications Specialist 3rd Class Dave Clements paid his dues for four years in the Navy before leaving for civilian life in his hometown of Abilene, Texas.

"I wanted to try my hand in the civilian world, to see if the Navy training could get me a job. I got out, saw the job market and learned there wasn't a lot of use for an IC without a degree. If anyone is thinking about getting out, they should have a degree. On the outside, there's a lot of people with degrees, and your military education isn't going to be good enough."

Clements was looking for a job that would match his Navy pay and continue to give him a sense of identity.

"When I was in Navy, I knew who I was and what was expected of me," Clements said. "When I got out, I didn't have that 'sense of self."

Many who taste Navy camaraderie and a life with fresh challenges and experiences each day never forget it.

Many seek it again, like a retired performer who wants to taste the thrill of the stage one last time.

Hundreds return, day after day.

For them and others like 'em, there is special meaning in that old Navy saying : "*It's not just a job, it's an adventure.*"

Benson and Watson are photojournalists assigned to All Hands.



Story by PHAN Saul Ingle,
photos by JO1 Robert Benson
and PHAN Saul Ingle

"So Others May Live."

This Maryland-based SAR Team, like others around the world, specializes in saving lives



SAR crewman rush to get a survivor into the helo in a simulated rescue above the trees of Patuxent River, Md.

Photo by PHAN Saul Ingle



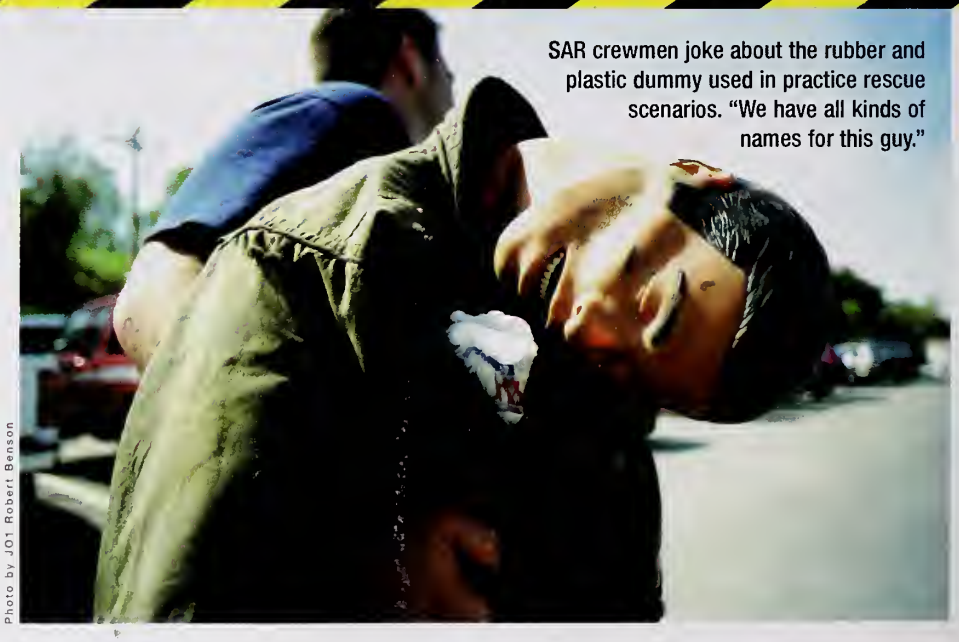
A flare directs the SAR helo above.

Photo by JO1 Robert Benson

An ant in the middle of the world's largest puddle — that's how Aviation Electronics Mate (AW/NAC) Joe Zullo describes a desperate victim confronting the ocean for one more breath of air, gasping for 10 more seconds of life — just 10 more seconds — hoping that a savior might come.

Zullo should know. He's one of the saviors. As one member of the 16-man NAS Patuxent River Search and Rescue Team, he's been swimming, flying, screaming and hoisting to save lives for nine years. He and other SAR crewmen are constantly mindful of what will inevitably come — an emergency call. It's a call that beckons frequently and always from random locations at unpredictable times.

From Baltimore to Norfolk to Washington, D.C., Patuxent River SAR stands ready each second of the 24-hour day. Their helicopters can remain airborne for five hours, hoisting swimmers high above the water.



SAR crewmen joke about the rubber and plastic dummy used in practice rescue scenarios. "We have all kinds of names for this guy."

Photo by JO1 Robert Benson

SAR members sometimes dangle from as high as 200 feet on a helicopter's rappelling rope, gripping a victim as they move toward a more appropriate recovery location.

"The first training is a big thrill," said Aviation Structural Mechanic 1st class (NAC) Dennis Reed. "You feel free, kicking back in the wind. Hanging from a helicopter is still fun, like a little rush, but it's second nature now and doesn't seem as radical because we do it close to once a week."

Safety, in this demanding environment, requires tight focus. It means anticipating your teammate's next move; knowing the job so well that even a victim's face contorted in fear with arms flailing wildly won't distract you from performing.

"So others may live" is their motto, and these guys take it to heart.

"I've been training for 10 years for a rescue that hasn't come," said AMS2(AW/NAC) Paul Norrish. "I've been lucky. I have no idea how I'll feel during my first rescue. I just hope all my training has put me in the right mind-focus to do it right. I'll have to rise to the occasion."

Norrish and the rest of the SAR group are prepared for the worst. When rappelling into an unknown forest or jumping from a UH-3H *Sea King* helicopter into freezing water, the team

"So Others May Live."

knows it's a serious business under a serious deadline. In their business, missing "deadline" means a life is finished. The victim may have looked their sister or brother, talked like a high school teacher or baked Thanksgiving pies like their mother. It's a real life, and time is crucial.

The team, capable of both night and day rescues, has 15-minute alert posture during normal working hours and a 60-minute alert posture until local flight operations finish in the evening.

They train daily on specialized rescue procedures. They will simulate the rescue of an aircrewman who has ejected from a doomed aircraft only to tangle himself in tree branches. Or they simulate the rescue of a drowning Sailor who exhausts himself while gravity tirelessly tugs from beneath the unforgiving sea. Treating practice seriously ensures proper preparation. Between drills they swim at the pool or exercise in the gym.

"Physical readiness is a matter of life and death for us," said Zullo. "If we allow ourselves to become weak, we become extremely vulnerable to the hazards of the environment."

Just ask AE2(AW/NAC) George Petersen, who still remembers the day a 911 call interrupted him at home in Guam.

Two people had fallen from the steep coral reef and cliffline on the eastern shore of the island.



Photo by PHAN Saul Ingle

AMS2(AW/NAC) Paul Norrish peers down from his UH-3H *Sea King* helicopter as his teammates practice a rescue.

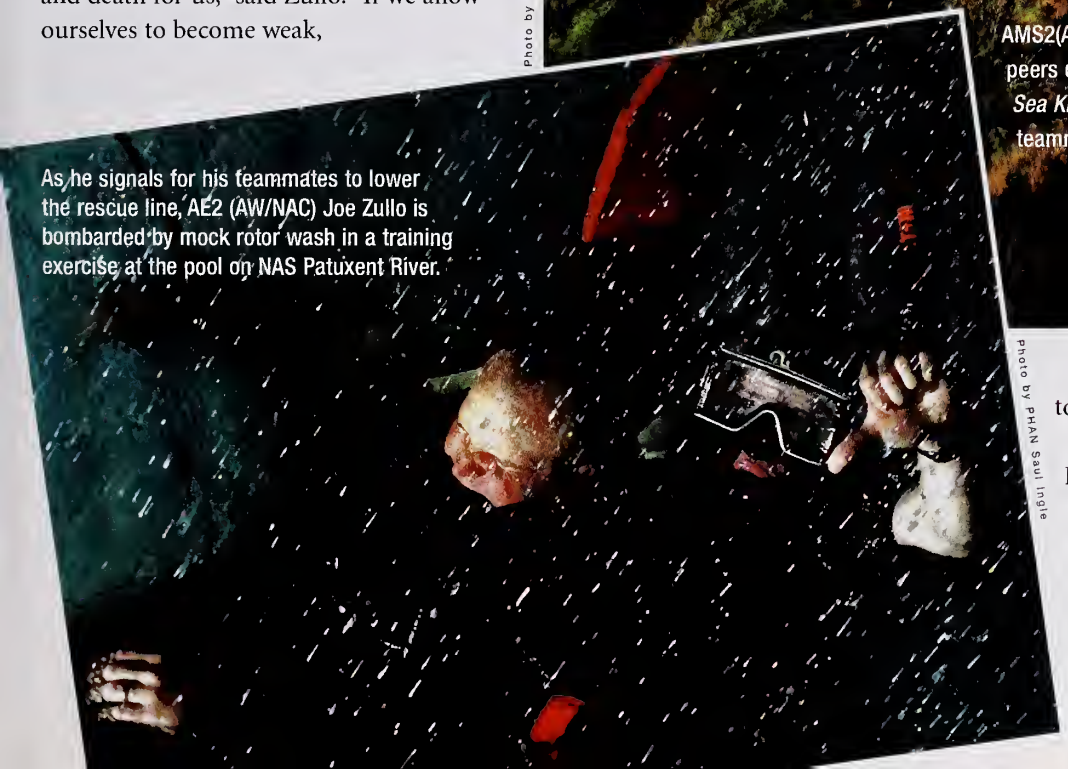


Photo by PHAN Saul Ingle

As he signals for his teammates to lower the rescue line, AE2 (AW/NAC) Joe Zullo is bombarded by mock rotor wash in a training exercise at the pool on NAS Patuxent River.



Photo by PHAN Saul Ingle

Right – AD2(NAC) Timothy Hall and AMS1(NAC) Dennis Reed search for survivors from the door of their UH-3H *Sea King* helicopter during a training rescue a few feet above the cold waters of the Patuxent River.

Below – Even in training, SAR crewmen live by the phrase "so others may live." Here, in the chilly waters near NAS Patuxent River, SAR personnel practice life saving.



Photo by PHAN Saul Ingle

The SAR Team grabbed night vision goggles and set out across the water in their helicopter. Darkness had already claimed the sky.

After sweeping up and down the shore for some time in the helo, the crewman on the ramp called to the pilot as he spotted a body. The pilot deftly maneuvered to the spot.

"We marked the body with a marine flare, called Guam Fire and Rescue and set off again," said Petersen. "People on a nearby boat could hear yelling from a survivor. There was no chance for the first person."

In seconds, the crew's corpsman spotted the second man in the water. Again, they marked the position with a flare, this time preparing for pick up. The pilot turned the aircraft into the wind as one crewman quickly moved his weight to the left side of the helo. The shift in weight helped the pilot stay clear of nearby cliffs standing 100-feet high. The cliffs threatened less than 150 feet from the helicopter's rotor blade, oblivious to the wind working against the helicopter's flight controls. Petersen then lowered the designated swimmer by the helo's hoist into the pounding surf.

Like he'd done 100 times in training, the swimmer turned the man's body and securely fastened a strap around him. The helicopter slid over into position, lowering the rescue hook— The hook of life.

"With the high surf, I left slack in the cable so the crewman and the survivor wouldn't get jerked out of the water between waves," Petersen said.

The swimmer signaled Peterson when they were ready for hoist. As Peterson pulled slack from the cable, both men started sliding through the water – the wrong way! They disappeared under the water, then popped up after what seemed an eternity – about three seconds. Peterson safely finished the hoist.

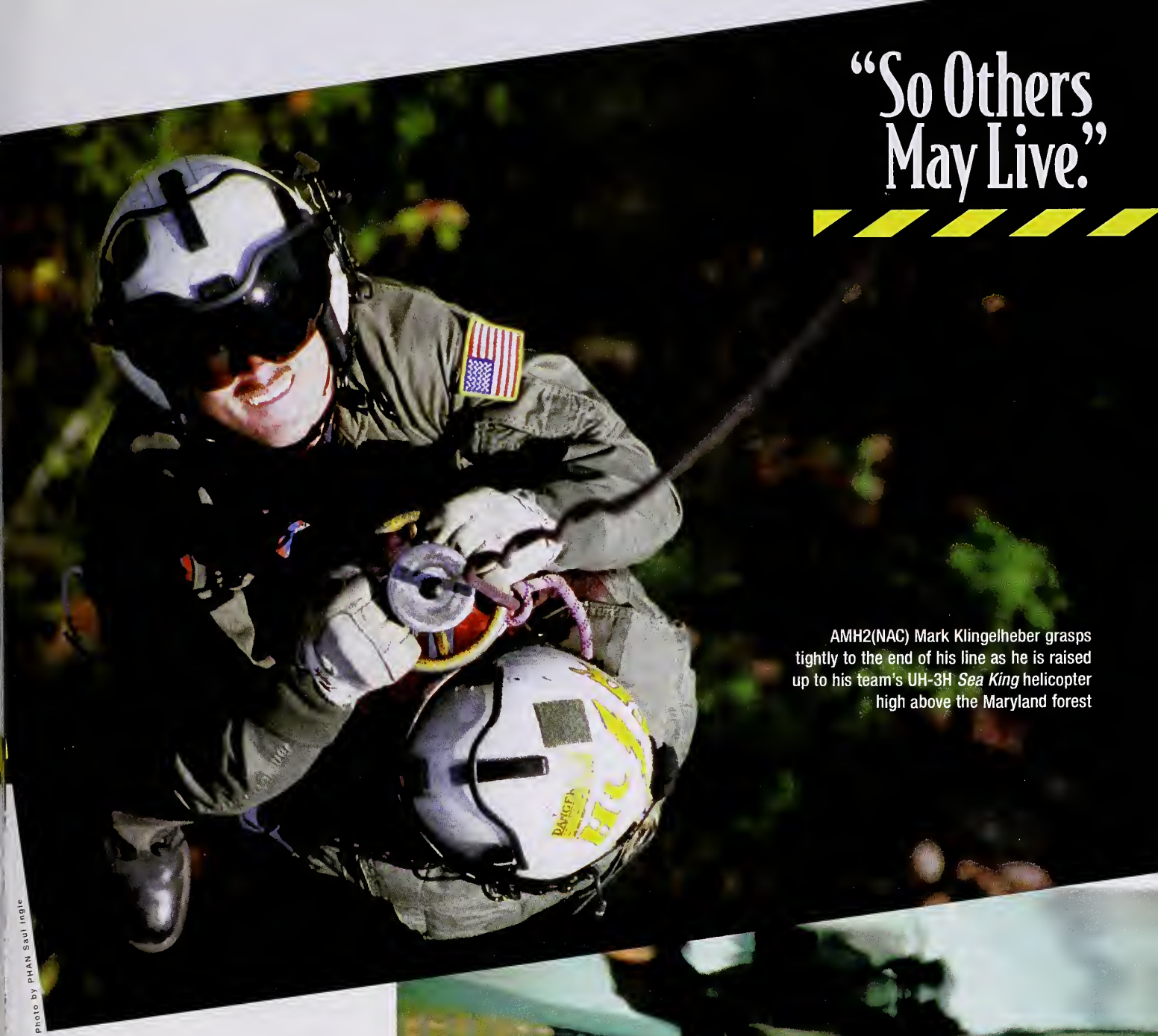
They later learned the cable had caught on the reef, pulling the surprised men underwater until it popped free.

The survivor was bloody; he'd been slammed against the reef several times. He was immediately taken to the hospital.

After telling the story from his work in Guam, Peterson quickly mentions how good he felt rescuing the survivor despite the threatening conditions.

Like Peterson, each member of the

"So Others May Live."



AMH2(NAC) Mark Klingelheber grasps tightly to the end of his line as he is raised up to his team's UH-3H *Sea King* helicopter high above the Maryland forest

Photo by PHAN Saul Ingle

Patuxent River Search and Rescue Team has at least one story to tell. When a drowning man or woman gasps for a breath of air that might be their last, heart pounding through their chest, there are other hearts racing with adrenaline, crashing against the inside of wet-suits and flight suits, determined it won't be their last.

And Patuxent River's SAR Team wouldn't have it any other way.

Ingle is a photographer's mate and Benson is a photojournalist assigned to All Hands.



AMH2(NAC) Zachary Winter pulls a teammate through the water during morning PT at the NAS Patuxent River pool.

Photo by PHAN Saul Ingle

Story and photos by PH2 Aaron Ansarov

"Being Martha Dunne"



Mild-mannered Navy LT Martha Dunne will explain in a soft, understanding voice anything you want to hear about air operations at **Navy Special Warfare Command, San Diego.** But, five minutes is enough time to **see khaki change to sleek, black racing garb,** relaxed composure to determination and understanding to **cutthroat, world-class aggressiveness.** This Lois Lane to Super..er..person transformation doesn't mean she flies, but it's not uncommon to see Dunne outpacing other cyclists at more than 40 mph. Recently Dunne cycled her way to the title of **1999 Navy Female Athlete of the Year.**



"Being Martha Dunne"



Rounding off her final stretch in a lap, Dunne kicks into overdrive to come out on top.

All Hands: "Why did you join the Navy?"
Dunne: "I was the person voted least likely to join the military even though I have been in a uniform since the age of 5. I was accepted to the High School for Performing Arts in eighth grade and I worked for Ralph Lauren on his design staff throughout high school. Most of my friends thought I was destined for a creative career rather than a rigid military one.

"I applied to the Naval Academy, influenced by my great-aunt who was a commercial pilot and by the recruiting movie of the 1980s, 'Top Gun.' My parents were slightly appalled when I told them I was trading in my designer clothes for white-works (the initial plebe uniform at the Academy) . They didn't think I would make it through. For three-and-a-half years, they told my relatives that I was going to Rutgers University. I was commissioned in 1992 and received my wings in 1995."

All Hands: "When did you start athletics?"
Dunne: "When I showed up to the Naval Academy in 1988, I had never run a mile-and-a-half, I had never done sit-ups and pushups and unfortunately, I didn't know how to swim. I participated in crew and gymnastics in high school at what I consider a recreational level.

"During plebe year at the academy, I asked my parents to sign me up for a pool membership (I'm from New York City) and spent every Christmas leave period in the pool so I could pass the following semester's swim tests. At the Academy, I was the coxswain for the lightweight men's crew and although I worked out with the team, I didn't really consider myself an athlete!"

All Hands: "What started you in cycling?"
Dunne: "I started cycling in 1996 with the goal of competing in 1997. From October 1996 to April 1997, I deployed aboard USS *Cushing* (DD 985) to the Arabian Gulf and trained by riding rollers and a stationary trainer in my stateroom. When weather was good and there were no flight ops, I would take my trainer and bike out to the missile deck and ride. [Sailors] would comment, 'So you're the one who powers the aux generator,' or 'You aren't getting very far, ma'am!'

"When most people return from a WESTPAC, they usually want to spend time with their family and loved ones. The day after I returned from deployment, I drove up to Los Angeles to race after six months of not riding on land. I competed in a couple of road races and criteriums in the next several months. Although I had the endurance to finish with the pack, I didn't have any leg speed to finish with a strong sprint. Some cyclists suggested I train at the velodrome to work on my sprint. The rest, as they say, is history."

All Hands: "What do you think is the most important thing in this sport?"
Dunne: "Even though equipment counts, nothing is more important than the motor, or the rider.

"Unlike road cyclists who train for endurance, sprinters like myself place more emphasis on power, strength and speed. I ride about 45 to 60 miles each day on the weekends and 15 to 30 miles each weekday for recovery. In the off season, my coach has me take my road bike on a 12-mile section of a dirt fire lane (mostly uphill) to improve my bike-handling skills. I perform

hill repeats two nights a week. I lift weights and do plyometrics two to three days a week during command PT hours.

"During the season, I'll compete in local track races on Tuesday nights. At least one day is primarily dedicated to track. A typical Wednesday practice starts at 6 p.m., and doesn't end until almost 10 p.m., after I ride about 30 miles. On weekends, I compete in another track race, a criterion or work out at the track."



Clockwise: After a night of training with her coach, Dunne is always right there with him making plans for the next training day.

Participating in the SEAL team's "Monster Mash" is a challenge Dunne always welcomes.

In blink of an eye, Dunne passes with fluid motion around the velodrome in San Diego. While most people are plopped in front of the television, Dunne is spending most of her nights riding circles around this track.





Martha Places:

1998 — Olympic Sprint Champion/Nevada Match Sprint/Southern California

1998 — 1st Place Regional Qualifier/Match Sprint, San Jose, Calif.

1999 — 6th Place/EDS Track Cup, Colorado Springs, Colo.

1999 — 9th Place/U.S. National Championships Match Sprint, Trexlertown, Pa.

2000 — 5th Place Alpenrose Invitational Match Sprint, Portland, Ore.

All Hands: "Why track cycling as opposed to road cycling?"
Dunne: "Track cycling is very different from road cycling. In many ways, track cycling is to track-and-field as road cycling is to marathons. On the track, there are four disciplines for women, two endurance and two sprint. I compete in both sprint events, the match sprint and the 500m time trial.

"Sprinters often reach speeds of more than 40 mph and are pedaling at a rate of 180 to 200 rpm. Match sprinting is very intense and racers have to compete with, as my coach puts it, the 'You touch me, I'll kill you' attitude. Although the race is pretty simple (Whoever finishes at the end of three laps wins), it involves a lot of tactics, which is why spectators see the riders going very slow for about two-thirds of the race, studying how the competitors are racing."

All Hands: "What advice do you have for fellow athletes ?"
Dunne: "The best advice is to focus on your own performance. Mike Hughes, Naval Academy crew coach, would tell the team that wishing your competition would injure themselves or break equipment was wasting energy on something you couldn't control.

"Instead, it was more important to focus that energy on your own performance. It is also important to set your goals based on your own performance, rather than on someone else's. For example, determining a time standard to reach is a realistic goal; consistently finishing in the top five is not. It's possible to race your absolute best, but if five people race their best and finish ahead of you, you haven't reached the goal of finishing in the top five."

Fortunately, Dunne could set that goal, and would seldom disappoint herself. Bravo Zulu, LT Dunne.

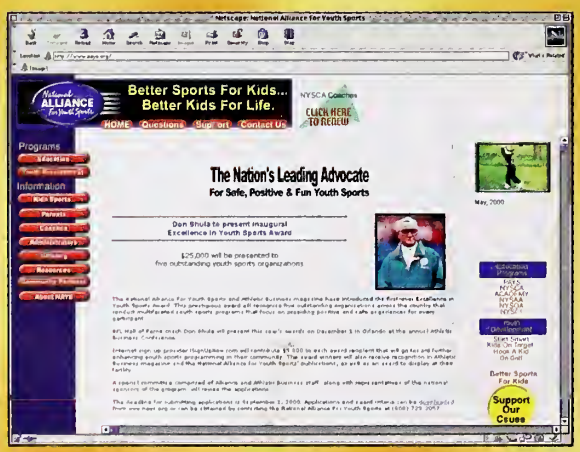
Ansarov is a San Diego-based photojournalist assigned to All Hands..

CyberSailor

Safety Surfing



www.fws.gov



www.nays.org

Remember the days when you had to write or call a company or agency and ask someone to mail you information on safety issues? Then you waited until that person sent the request to someone in the mailing department. Finally, maybe weeks later, you received your request. But, when you read it, you found it didn't contain the information you needed, and you had to start all over again.

You don't have to go through that anymore. Now, numerous web sites can give you instant information for promoting your programs, teaching courses or informing friends and family. CyberSailor, (with a lot of help from the Naval Safety Center, Norfolk) has found a few sites to get you started.

Boating

U.S. Fish & Wildlife Services
www.fws.gov
Publication, photos and images, and reports on conservation issues.

National Safe Boating Council
www.safeboatingcouncil.org
Offers a variety of boating information.

U.S. Coast Guard
www.uscgboating.org
Information for recreational boaters: boating statistics, recalls, boating courses and federal requirements.

U.S. Power Squadrons
www.usps.org
A non-profit educational organization dedicated to making boating safer and more enjoyable.

Sports

Amateur Running & Fitness Association
www.arfa.org
Information on training, nutrition, treating and preventing injuries and rehabilitation.

U.S. Soccer Federation
www.us-soccer.com
Sports medicine, publications and information for coaches and referees.

U.S. Racquetball Association
www.usra.org
Source for latest news, rules, events, national rankings and publications.

National Youth Sports Coaches Association
www.nays.org
A non-profit association dedicated to the mission: "Better Sports for Kids … Better Kids for Life."

American College of Sports Medicine
www.acsm.org
Dedicated to maintaining and enhancing physical performance, fitness, health and quality of life.

The appearance of commercial websites in All Hands *does not imply endorsement by the Departments of the Navy or Defense.*

American Athletic Union
www.aausports.org
Promotes and develops amateur sports and physical fitness programs.

Health & Environment

National Safety Council
www.nsc.org
Source for public safety, health and environmental issues. Topics include community, home and youth issues.

National Center for Health Statistics
www.cdc.gov
Information on health topics from A to Z. Data, injury prevention and others.

Consumer Product Safety Commission
www.cpsc.gov
Consumer publications, press releases, injury statistics, safety games for kids and recall information.

American Red Cross
www.redcross.org
News articles, health and safety, aquatics, care-giving and more.

American Heart Association
www.american heart.org
Interactive risk assessment for heart disease, stroke and attack.

Traffic

National Highway Traffic Safety Administration
www.nhtsa.dot.gov
Safety defects in motor vehicles, fuel economy standards, drunk driving, safety belts, child safety seats and air bags.

Insurance Institute for Highway Safety
www.highwaysafety.org
Broad range of vehicle-related traffic safety information (These are the folks who test crash-worthiness with the crash test dummies.)

Network for Employers for Traffic Safety
www.trafficsafety.org
Public and private partnership and non-profit organization working to help employers develop and implement a comprehensive workplace highway safety program.

National Institute for Occupational Safety & Health
www.cdc.gov/niosh/mvalert.html
Organization to raise the awareness of all workers who drive as part of their jobs.

Naval Safety Center
www.safetycenter.navy.mil
You really didn't think we would leave this one out, did you? Contains information on ORM, survey schedules, news, references and how this command can help you.

Information courtesy of Ashore *magazine.*

Cyber Sailor



www.redcross.org



www.nhtsa.dot.gov



www.safetycenter.navy.mil

per Safety

Eye on the Fleet

EYE ON THE FLEET is a monthly photo feature sponsored by the Chief of Information Navy Visual News Service. We are looking for HIGH IMPACT, quality photography from SAILORS in the fleet to showcase the American Sailor in ACTION.

"I saw this stuff on television but I never thought I'd be there," says BUCN Jeremy Taylor, from Miami, Texas. Taylor is one of 24 Seabees, forward-deployed to Dili, East Timor from Naval Mobile Construction Battalion (NMCB) 40 as part of the U.S. Support Group East Timor.

Photo by PH1 Spike Call

MOMENT ALONE





TUNE UP

AD3 Matthew McGavock, from Show Low, Ariz., performs preventive maintenance on the engine of an EA-6B *Prowler* in the hangar bay of USS *George Washington* (CVN 73).

Photo by PHAN Carrie-Anne Gonzalez

BY A THREAD

Sailors attached to the "Saberhawks" of Light Helicopter Anti-Submarine Squadron (HSL) 47 conduct hot-in-flight refueling (HIFR) aboard the *Ticonderoga*-class cruiser USS *Antietam* (CG 54). HIFR operations occur when landing on a smaller Navy vessel would be too dangerous for the ship, helicopter and aircrew.

Photo by JO2 Ty Swartz







STUNNING STENNIS

Secretary of Defense William S. Cohen, addresses the crew of USS *John C. Stennis* (CVN 74) during his visit to the aircraft carrier.

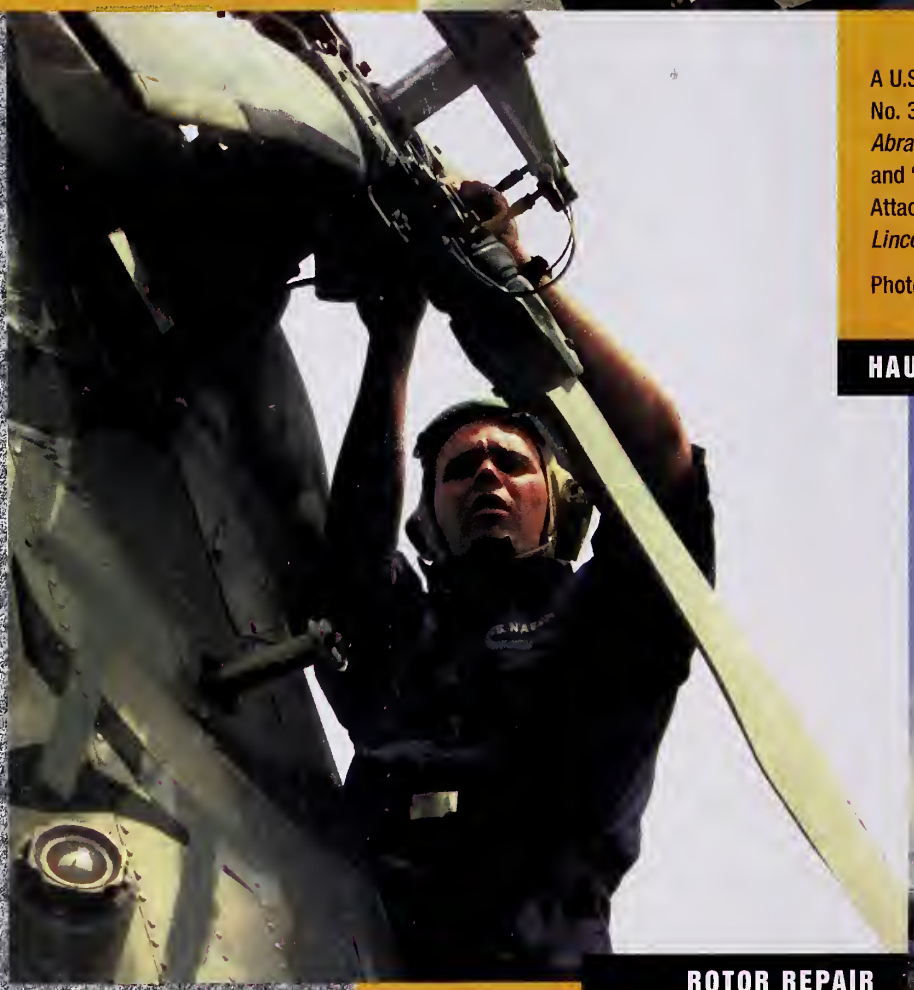
Photo by PH3 William C. Rowlett



READY... AIM ...

GM3 Jason W. Weathers (left) and AOAN Eric J. Fredrickson load a 25mm chain gun aboard USS *Belleau Wood* (LHA 3) as part of their participation in Special Operations exercises with USS *Juneau* (LPD 10), USS *Fort McHenry* (LSD 42) and Marines attached to the 31st Marine Expeditionary Unit of Okinawa, Japan.

Photo by LCDR Steve Brown



ROTOR REPAIR

AD2 Ian Day, from Santa Rita, Guam, assigned to Helicopter Anti-Submarine Squadron (HSL) 43, "Battle Cats," maintains the vertical stabilizer of an SH-60B *Seahawk* helicopter aboard USS *Elliot* (DD 967). *Elliot* is one of eight American ships participating in Exercise *Arabian Gauntlet 2000*.

Photo by PH3 Daniel Lapierre



HAULIN' HORNET

A U.S. Navy F/A-18F *Super Hornet* catches the No. 3 arresting wire while landing on board USS *Abraham Lincoln* (CVN 72). *Super Hornet* "E" and "F" series aircraft assigned to Fighter Attack Squadron (VFA) 121, have been on board *Lincoln* conducting advanced phase sea trials.

Photo by PH2 Daniel J. Wolsey



SN Shawn Bowers of St. Louis, stands watch aboard USS *George Washington* (CVN 73) as the forward night lookout, scanning the ocean surface through the "big eyes."

Photo by PH3 Corey Lewis

NIGHT VISION



TO BE CONSIDERED

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A Hero Comes Home

By JO1 Robert Benson & JOC(SW) Mary Camacho, 7th Fleet Public Affairs

One day not too long ago, Ens. Daniel Johnson blocked a bunch of painful memories from his head and faced his worst demons. He drove on the pier right up to the USS Blue Ridge, put the car in idle, paused, closed his eyes – whispered to himself it would be okay – then with a deep breath, got out and boldly marched on board.

The Sailors gathered on the quarterdeck couldn't help but notice the way he walked up that forward brow – deliberate, a bit hobbled and a little unnatural. Each of them knew his lower legs weren't real; they knew that his original limbs were lost in an onboard accident less than a year earlier. Today he was wearing prosthetics.

Johnson knew they knew, and he was okay with it. These were his friends.

Seaman Steven Wright, one of the line handlers, became entangled in the cables. The cable was pulling Wright toward the one-foot by two-foot chock, a hole in the bulkhead that mooring lines go through. If Wright were pulled through, he would have been killed. As Wright struggled to free himself, the rest of the Sailors present scrambled to safety. However, Johnson instinctively jumped in to try and free Wright's leg.

His efforts saved the 20-year-old seaman from certain death, but the accident cost both of them severely. Both Johnson's legs were amputated below the knee, as well as his left pinky; Wright lost his right leg and four fingers.

"I was in incredible pain; I remember the whole thing up to the hospital," he recalled, saying he remained conscious the entire time. "It was kind of surreal. Your mind is in disbelief, but you immediately start thinking of the future."

Johnson thought he would spend the rest of his life in a wheelchair, but he was wrong. Within one month he took his first steps on artificial limbs that look almost real.

"I was standing, then using a walker, then crutches, then a cane and now I'm walking normally. You can't really tell I have prosthetic legs."

Eight months have passed since the accident. Johnson said that returning to the ship to see old friends and shipmates was part of his recovery.

As he walked around the ship that day, he revisited friends as well as memories of that day, including a stop in the aft mooring station where the accident occurred.

Since being medically retired from the Navy, his future is now law school, which he plans on attending in the fall.

With his new prosthetic limbs, his mobility has greatly increased, and he can do almost anything he did before — even ski. In great shape before the accident, he is anxious to start running and working out again. He drives a car and can walk up and down the ship's ladders with little difficulty.

The accident generated substantial visibility - Johnson met Secretary of the Navy Richard Danzig, Senator Jesse Helms and Representative Cass Ballinger when he received the Navy and Marine Corps Medal for his heroic actions. He has received hundreds of get-well wishes from around the world, including one from former president Jimmy Carter, and he has been featured in *Reader's Digest.* His hometown newspaper has featured him and he appeared on NBC's Dateline in early May.

Johnson thought he would spend the rest of his life in a wheelchair, but he was wrong.

Now, mended but relearning things most of us take for granted, Johnson was revisiting the ship where he was once the 2nd Division officer.

"I was a little anxious to come here, but I'm glad I came on the ship," he said. "It was interesting to see it in a peaceful manner. I wanted to come back to Japan to see all the men and women on the ship, to say goodbye and to bring closure to the accident. I also wanted to talk to the people in medical, deck department and the witnesses to thank them for everything."

As the safety officer in the aft mooring station on Aug. 23, 1999, during a Korea port visit, Johnson was responsible for the safety of the Sailors handling the lines while mooring.

When the Pusan tugs jerked the lines,

Ironically, Johnson said the accident was the worst and the best thing that could happen to him. Because of the accident, he is now more focused on his life and what he wants to do.

"I now have more determination to focus on things that I didn't have before the accident," Johnson said. "Everyone has challenges you don't think you can overcome, but if you maintain a positive attitude and work toward it, life will turn out normal."

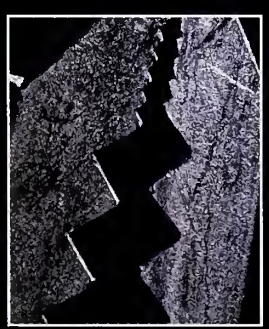
10X teaser

Working with this piece of equipment is out of this world. What is it?

Photo by PH2 (AW) Jim Watson

Last Month's answer:

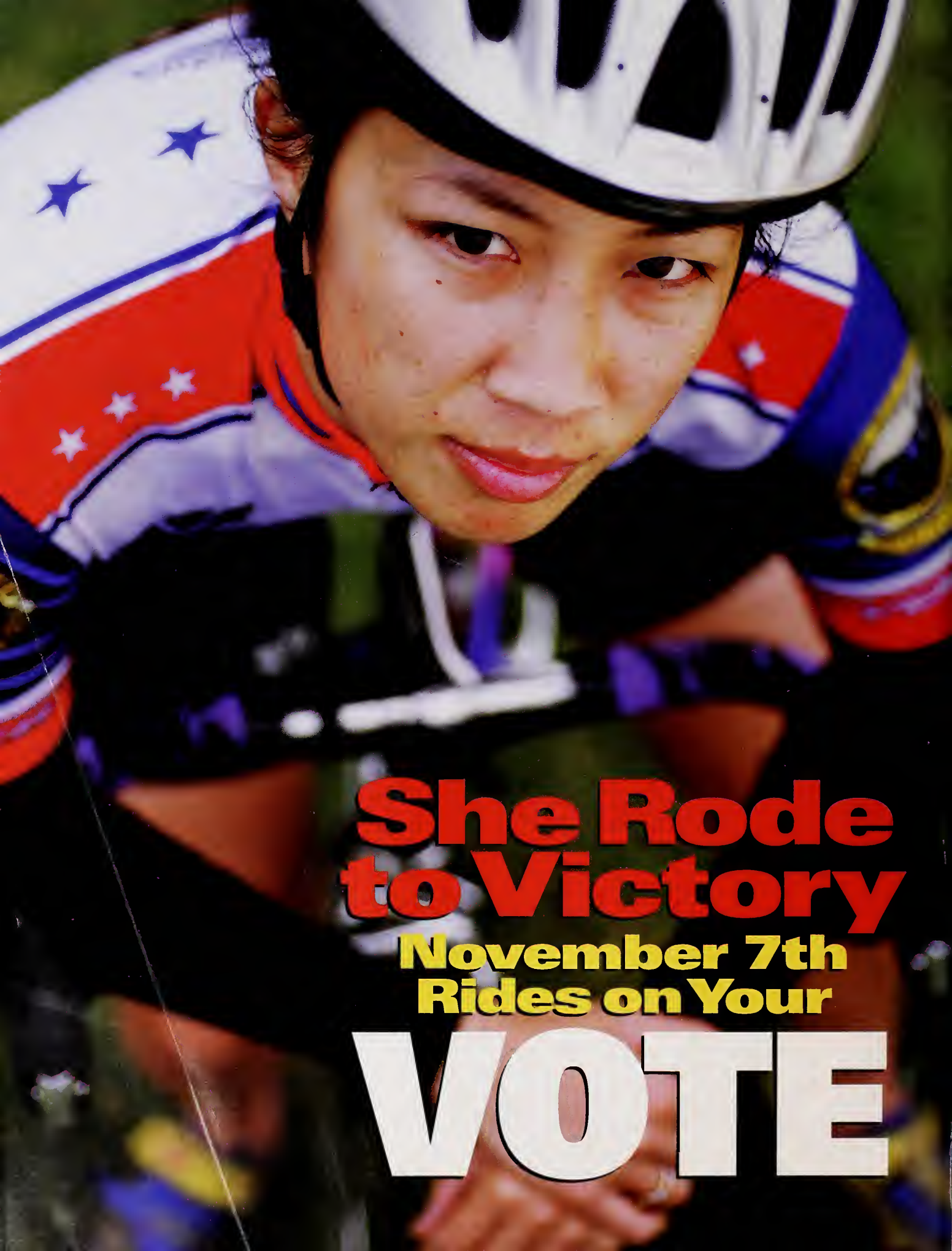




A manipulator used on the Hardsuit 2000 for gripping equipment by opening and closing manually and then locking down on the equipment to prevent dropping it while working underwater.

Photo by PH2 Aaron Ansarov

Go to our website at www.mediacen.navy.mil or wait for next month's inside back cover to learn the answer.

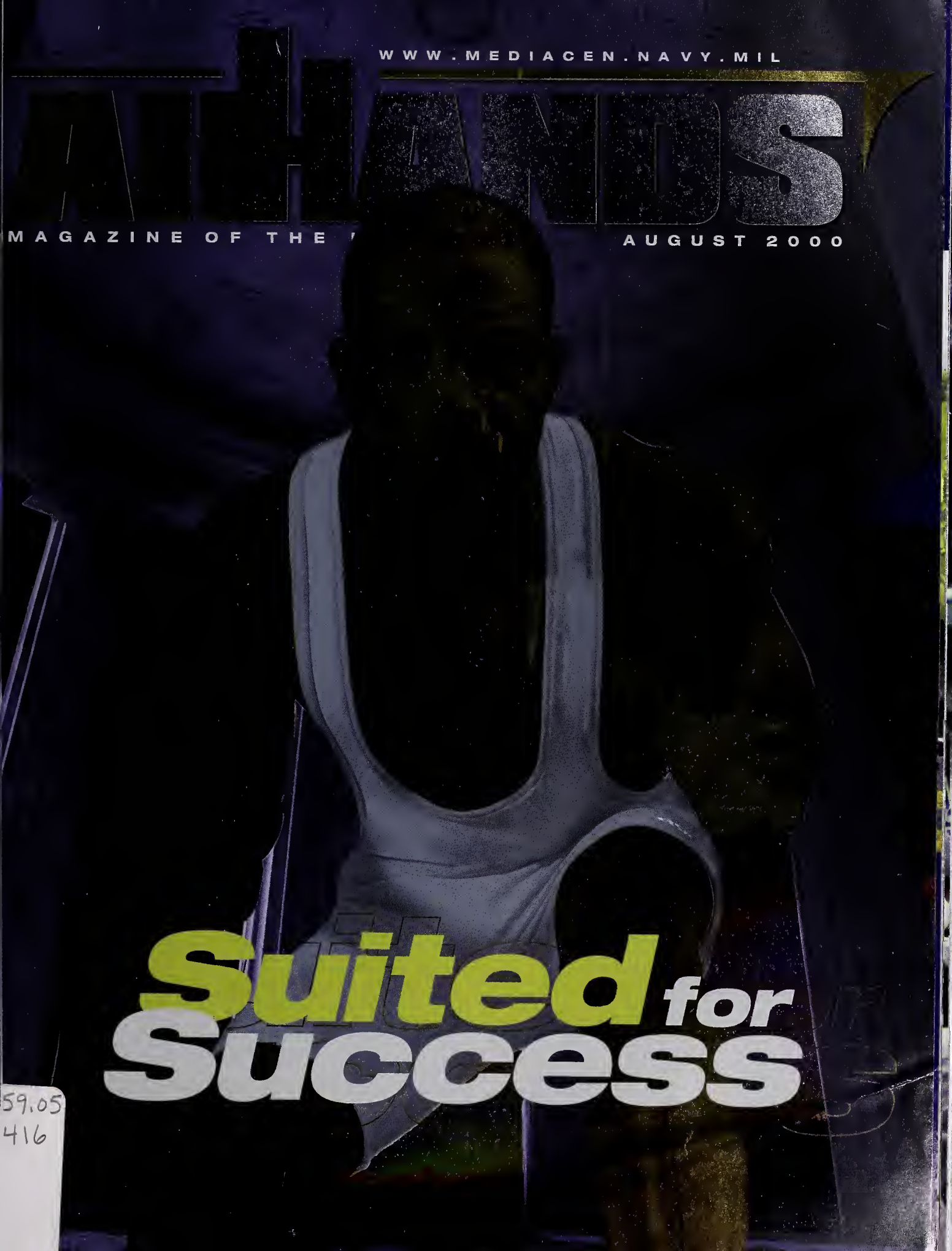

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ALL HANDS

MAGAZINE OF THE

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The Navy makes gaining American citizenship easier for active-duty Sailors.

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ABE1 Steven Mays has the fire and determination to be No. 1 as he wrestles his way to the Olympic trials.



Photo by PH2 (AW) Jim Watson

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For a P-3C *Orion* flight engineer, nothing beats taking the center seat everyday.

40 Personal Financial Matters (Part 1)
As a young Sailor, there are many steps you can take today to ensure your future will be financially worry-free. (The first of a three part series.)

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1000th

22
Keeping Sailors Safe
The future is now, and Operational Risk Management keeps Sailors from taking unnecessary risks. This futuristic, sci-fi photo-feature shows Sailors as they might look a few years down the road.

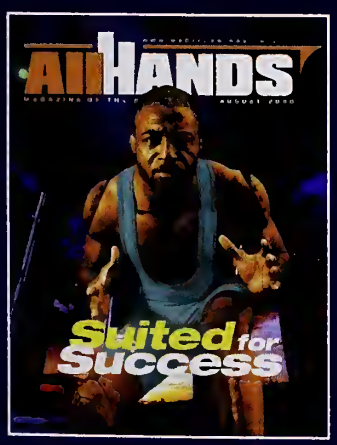
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Photo by PH1 Robert Benson
Illustration by Israel Lopez

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On the Front Cover

This photo illustration was made using various layers of rivet and metal images to create the effect that ABE1 Steven Mays, Navy wrestler and Olympic hopeful, is covered in body armor. The original portrait of Mays was laid on a Romanesque monument image and a background image shot at twilight. The rivets forming the armor were then laid in using Adobe PhotoShop 5.0, bending and tweaking them to seem like skin. From there, *All Hands* found a paper stock that allows the metallic finish to shine.

Photo-illustration by PH2(AW) Jim Watson

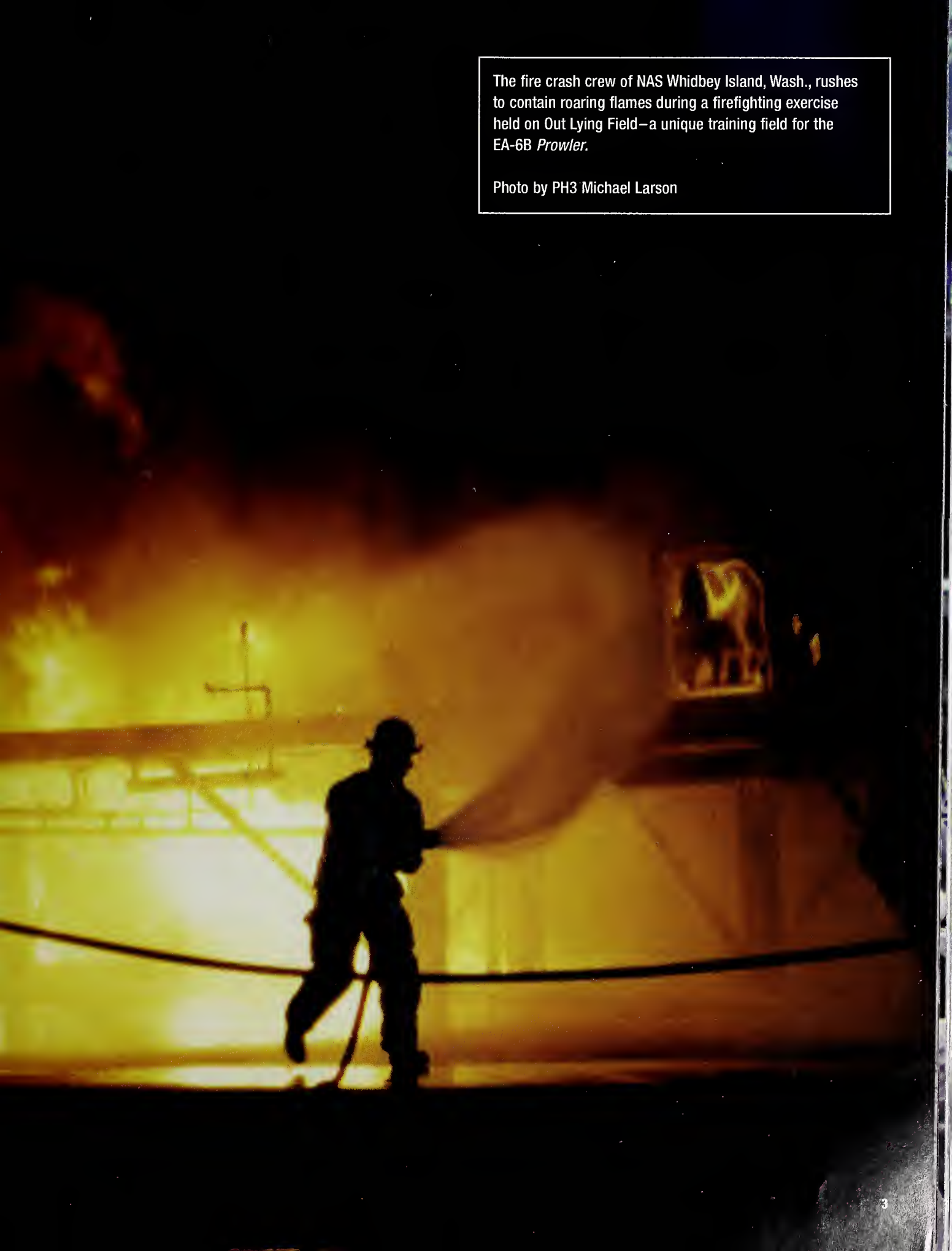
Next Month

All Hands takes you to New York City for a closer look at tall ships and the navies of the world.

Check us out Online at:
www.mediacen.navy.mil

The Heat of Night





The fire crash crew of NAS Whidbey Island, Wash., rushes to contain roaring flames during a firefighting exercise held on Out Lying Field–a unique training field for the EA-6B *Prowler*.

Photo by PH3 Michael Larson

Tug-O-War





ET1(SW/AW) Linda Day (right) recently competed in Las Vegas in the Women's Wrestling Division of the 2000 National Championships against some of the best female wrestlers in the nation. The best will meet at the Olympic trials.

Photo by PH2 Aaron Ansarov

Around the Fleet

Editor,
You know once a Sailor, always a Sailor I guess. I only did my four years and went home, but I have many memories left. I was discharged in 1965, a long time ago. I wish to thank you for your web site, and the All Hands magazine for a chance to return as a visitor and renew old memories!

I know it probably doesn't seem like much to you, but it means a lot to a lot of us "Old Salts!" Thanks Again!

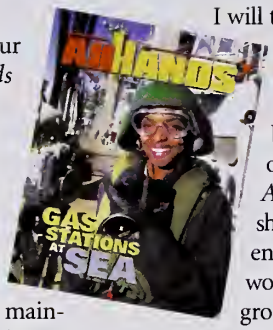
William Wiersema
whatshisface@carrinter.net

Editor,
There are only one or two times one does not have to wear the neck strap on sound-powered head-phones. One of them is on deck during a UNREP if you are phone talker on the phone and distance line, for obvious safety reasons.

Hope this is a posed photo, and not taken during an actual evolution.

LCDR Barry Muha (N431A2)
BMuha@cnsl.spear.navy.mil

Editor:
I greatly enjoyed your April 2000 *All Hands* issue.



As a member of the Naval Facilities Engineering Command Team, I am one of the people who works on constructing and maintaining the shore facilities at SUBASE New London, Groton, Conn. Some days at work seem like the wheels have come off and the stress level gets pretty high, but after reading your articles on submarines, I realize that I have the easy job. The men and women who run the submarines have the really hard work to do. I will try to keep that perspective as I do my work.

I could not help but notice and laugh over the cover of the *All Hands* issue which shows four crewmen engrossed in their work. In the background, hung on the wall, is a roll of toilet paper. It's a great technological and human contrast to the $2 billion dollar submarine these guys are driving.

Keep up the great work.

Robert A. Zambarano, PE
ROICC New London, NAVFACENGCOM

BY THE Numbers

5
The five steps to implement Operational Risk Management
(See story, Page 20).

15
The number of hours in a normal flight day for a P-3C *Orion* — Three hours for preflight, 10 hours of mission and another two hours of post-flight
(See story, Page 34).

119
The weight of the Navy's Male Athlete of the Year, Aviation Boatswain's Mate 1st Class Steven Mays
(See story, Page 28).

12,500
The estimated number of active-duty Sailors who are not U.S. citizens
(See story, Page 18).

SHIPMATES



Boatswain's Mate 1st Class (EOD/SW/PJ) Antonio Diaz has been named Chief of Navy Education and Training's 1999 Sailor of the Year. A master training specialist and instructor at the Explosive Ordnance Disposal School, Ft. Walton, Fla., he taught 345 joint service students during 7,592 incident-free, high-risk demolition evolutions. Diaz saved DOD more than $5 million in disposal costs through his safe demilitarization of 9,192 ordnance items. He is also a mentor with Davidson Middle School, stage work coordinator for the Lewis Middle School Drama Club and a YMCA volunteer.



Intelligence Specialist 3rd Class LaSonya R. Lewis was selected as Joint Forces Intelligence Command's (JFIC), Norfolk, Junior Intelligence Specialist of the Year for 1999. As liaison and dissemination coordinator, she provides the most current information to allied nations. She also posts articles and maintains constant contact with U.S. allies. Lewis also earned her Associate's Degree and expects to have her Bachelor's Degree in Criminology by June 2001. Lewis is a native of Shreveport, La.



Construction Mechanic 1st Class David J. Tucker was selected as 31st Naval Construction Regiment's Sailor of the Year. Tucker, a native of Bloomington, Ill., teaches several critical key billet training courses to operational Pacific Fleet Seabees on management and maintenance of Civil Engineer Support Equipment (CESE). To improve the advancement examination scores of his shipmates, he established and maintained an in-house rate training program for the equipment office to assist personnel in studying for advancement and keeping current on in-rate information.



Aviation Electrician's Mate 2nd Class (AW) Turner was selected as VF-154's 1999 Junior Sailor of the Year. As avionics branch supervisor/crew leader, he was responsible for the incorporation of four major technical directives and complete modification of 11 F-14A aircraft with the Digital Flight Control Systems (DFCS), making VF-154 the first completely modified DFCS-capable F-14 squadron in the Navy. Turner is originally from Conway City, S.C.

Navy's National Apprenticeship Program Gets New Name

The Marine Corps and Coast Guard have joined with the Navy to form the United Services Military Apprenticeship Program (USMAP). Formerly known as the Navy's National Apprenticeship Program, the goal of the program remains the same; to develop highly skilled journeymen and women through military training and experience that will lead to certification in a designated trade, occupation or craft.

A federally-approved apprenticeship program under the guidelines of the U.S. Department of Labor, USMAP develops highly trained military service personnel who will continue to use their technical skills and knowledge while on active duty. After fulfilling their military obligation, service members in the program will qualify for employment in sought-after civilian trades, such as carpentry and welding.

Completion of the program leads to certification in a designated trade, occupation, or craft and often means starting jobs with higher pay in the civilian workforce.

For more information and to see if your rating/occupational specialty is one of the 107 approved trades eligible for this career opportunity program, check with your command Education and or Training Department, Command Career Counselor or Educational Services Officer. For a complete list of approved trades and further information, visit **www.cnet.navy.mil/nnaps** on the Internet, or call the Apprenticeship Program Office at DSN 922-4940 ext. 307/312 or COMM (850) 452-4940 ext. 307/312. E-mail can be sent to **netpdtc.usmap@cnet.navy.mil**.

Master Chief Petty Officer of the Navy
MMCM (SS/SW/AW) Jim Herdt



Photo by JO1 Robert Benson

Speaking with Sailors

The following question is from an all hands call during the MCPON's recent visit to Guantanamo Bay, Cuba

Q: Why did we eliminate the advancement points for warfare qualifications?
A: I get this question at virtually every all hands call I hold. There are two main issues involved: 1) I want promotion opportunities to be as fair as possible for every Sailor in our Navy; and 2) Warfare qualifications are a readiness issue, not an individual reward issue that we want to sustain a promotion system around.

When the surface and air warfare programs started, there wasn't a lot of participation throughout the fleets. Out of necessity, we tried "incentivizing" the programs by building our advancement system around them. Through the years, the programs have grown and are now deeply instilled as part of the organization. That's why we moved to mandatory qualifications.

> **"Warfare qualifications... should help build teamwork, esprit de corps and unit pride."**

Warfare qualifications were never intended to be a breakout or individual program. They should help build teamwork, esprit de corps and unit pride. The reward for Sailors getting qualified or requalified shouldn't be, "Look at me, I'm better than my shipmates who didn't get qualified." It should be, "Look at me, I'm proud to be a peer among these surface/air warriors."

Awarding points for the qualifications was also unfair to Sailors whom for whatever reason, haven't had the opportunity to attain a warfare qualification. We want to advance the best Sailors, not tilt the scales in favor of Sailors who have more opportunities from the good fortune of where they were stationed.

That is the exact same reason we eliminated points for college degrees in the same NAVADMIN – to make promotion opportunities as equal as possible.

The reward for college degrees should be a very intrinsic reward for Sailors. If the advanced education in itself doesn't make Sailors more knowledgeable and increase their cognitive skills, what is really the value of the education? This is coming from someone who's a self-proclaimed education zealot. I fully appreciate the value in education, but again, it shouldn't be something we use to tilt the promotion scales in favor of one Sailor or another.

With all of that said, I truly believe future statistics will show that the majority of Sailors getting promoted are ones with voluntary education and/or warfare qualifications. This is simply because these Sailors are the ones already going above and beyond, and their sustained superior performance naturally stands out.

Speaking with Sailors **is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.**

CNP Outlines Promotion Milestones for Enlisted Boards

The FY01 active-duty E-8 selection board adjourned recently at Navy Personnel Command (NPC) in Millington, Tenn. In session for nearly four weeks, the 75 enlisted and 13 officer board members reviewed the records of 14,223 eligible candidates; 1,850 Sailors (13.01 percent) were ultimately selected for promotion to senior chief petty officer. The FY01 E-9 board reported selection opportunity at 17.7 percent, up from 14.4 percent last year; 597 Sailors were selected for advancement to master chief petty officer.

So what can you do to help yourself get promoted?

In all hands calls conducted during visits to the fleet, Sailors often ask Chief of Naval Personnel (CNP), VADM Norb Ryan Jr., for feedback on the E-7/E-8/E-9 selection boards. According to CNP, the following five factors are important determinants of success.

1. At-sea time on deck, evaluated as a chief petty officer, is a key factor in determining additional leadership potential.
2. A warfare qualification for those having the opportunity for sea duty is important. Chief petty officers who qualify for major shipboard watch stations such as officer of the deck, junior officer of the deck, tactical action officer, combat information center watch officer, engineering officer of the watch, chief of the watch, safe for flight and others, demonstrate leadership.
3. Command-wide fitness report (FITREP) breakouts can have a bigger impact than departmental rankings. A chief with an "early promote" recommendation, ranked 40 of 200 command-wide, is usually viewed more favorably than an early promote who was ranked one of one, or two of seven in a departmental breakout.

   Transfer FITREPs may be excluded if they don't track closely with the rest of a Sailor's performance at that command. Reporting seniors' recommendations for promotion and block 41 remarks are both strong indicators of potential for future assignment.
4. Documented leadership will be scrutinized. Keep in mind that command-wide collateral duties weigh heavier than departmental duties.
5. Steady sea/shore rotations are also important. Shore duty following a tour on neutral duty could be seen as detrimental, while sea duty after shore duty or neutral duty is a positive.



Outside education could break a close tie between candidates, but performance of assigned duties is the most important indicator when all other professional requirements have been met.

One thing all Sailors eligible for a selection board can do is carefully review their microfiche and Enlisted Summary Record (ESR) at least six months before the board convenes. Microfiche and ESRs can be ordered from NPC, using forms available on the Internet at **www.persnet.navy.mil/selectbd/sbprep.html**. Once completed and signed, the forms can be faxed to NPC at DSN 882-2664 or (901) 874-2664. A signature is required to process each form.

Selection boards rely on complete, up-to-date records to choose those most qualified for advancement. Ensuring your record contains your current FITREPS and reflects all of your qualifications and achievements gives you the best possible chance for promotion.

Story by JOC(SW/AW) Mike Morley, NPC public affairs, Millington, Tenn.

MCPON Calls Sailors to a "War for People"

The 9th Master Chief Petty Officer of the Navy (MCPON), MMCM(SS/SW/AW) Jim Herdt recently delivered orders for war to Sailors throughout the Pacific Northwest.

The war he spoke of produces no casualties, but Sailors' lack of awareness could greatly affect the readiness of the Navy. Herdt called Sailors to help fight in the war for people.

"Make no mistake about it, the war for people is just as important as any other tactical situation Sailors are dealing with around the world today," Herdt explained. "Recruiting is a very important tactical battle in this war, but to emerge victorious we must improve retention and attrition rates."

Herdt and his wife Sharon, who serves as one of four Navy Ombudsmen-At-Large, visited Navy families at four Washington State installations: Naval Station Everett, Naval Air Station Whidbey Island, Submarine Base Bangor and Naval Station Bremerton.

While the Navy has prided itself on taking care of Navy families, both Herdts are quick to point out the Navy's need to take the next step toward training the entire Navy family.

"The Navy does a great job of indoctrinating Sailors when they check into a new command," Mrs. Herdt said. "We should do the same thing for Navy spouses to truly make everyone a part of the team. Building Navy pride and improving education about a new command is something we should work toward for all Navy spouses," she added.

The latest first-term retention rates show early indications that more Sailors are choosing to stay Navy. Herdt warned Sailors

On assignment



Photo by JO1 Rob Benson

Israel "Izzy" Long, 3-D Designer

This month's portraits for the Operational Risk Management story on Pages 22 to 27 were shot by JO1 Robert Benson and PH2 Aaron Ansarov and digitally enhanced into striking photo illustrations by Israel "Izzy" Long, a Minneapolis-based 3-D graphic artist. Izzy has been working in the field of digital art in some form or another since 1997, and doing professional 3-D work since November 1998.

Izzy said he enjoys creating something from nothing. "I like the satisfaction of evoking emotion from an audience witnessing a grand illusion. One of my favorite projects so far has been the "Matrix-like" Master at Arms shot. Ask anyone I work with: that movie has inspired me. The style just blows me away."

The designer uses a computer program called Maya for all his 3-D modeling, animation, and visual effects. He renders his shots on a Windows NT-based workstation. "Having the tools is one thing, but if you don't have creativity, imagination and drive, you lose interest pretty quick. The main challenge with every project is the deadline. The trick is to know how creative you can be while delivering the shot on time."

Adds Izzy, "This is my life. It's the best feeling to be able to do what you love."

against declaring victory too soon with something of this importance. He is convinced that working to further incorporate spouses into the Navy is a win-win situation for retention.

"Every career counselor, chief, LPO or anyone else who deals with retaining Sailors must shift their focus to retaining Navy families," said Herdt. "When the time for Sailors' reenlistment nears, we should discuss career options and our compensation package with both the Sailor and their spouse. That way they can both make the informed decision they deserve to have the opportunity to make."

Lowering first-term attrition was the second path MCPON discussed to improve manpower and readiness. He pointed out that for every 10 Sailors a recruiter brings in, three or four of them won't even complete their first enlistment — and that's entirely too many.

Many Sailors quickly asked if he was asking them to lower their standards to improve attrition rates. He was quick to point out that was not the case.

"I want you to set high standards and then pave the path to success for your Sailors. Help them meet your standards through active mentoring and guidance throughout their careers. I know Sailors want to belong to a top-rate organization, it's up to anyone in a leadership position to give them that opportunity," Herdt challenged.

To learn more about the Navy in the Pacific Northwest area, go to: http://www.cnrnw.navy.mil

Story by JO1 David Luckett, MCPON public affairs office.

DOD to Phase Out Smoking at Recreation Facilities

DOD is expanding its smoking ban to include clubs, bowling alleys and other Morale, Welfare and Recreation (MWR) facilities.

"We want to provide smoke-free facilities across DOD," said Sherri Goodman, deputy undersecretary of defense for Environmental Security. "We started with the workplace, and now we've expanded to cover our MWR facilities as well."

"We want to make sure that people who are using any DOD facilities have an opportunity to do so in a smoke-free environment," Goodman said. She added that smoking is already prohibited in DOD facilities for children.

An estimated 34 percent of the nation's 1.4 million service members smoke, according to DOD officials. DOD banned smoking in all workplaces in 1994; but excluded living and recreation areas.

By December 2002, all DOD facilities will be smoke free, Goodman said. Smoking will only be allowed in designated, separately ventilated smoking areas. DOD officials are providing a three-year, phase-in period to give the facilities adequate time to make those changes.

DOD Seeks Feedback from Exiting Troops

DOD officials want to know what motivates service members to leave the military, so they've decided to ask.

All of an estimated 135,000 service members leaving active duty between April 1 and Sept. 30, 2000, are being asked to fill out a 16-page survey, said Army Col. Jeff Perry, a personnel

manager with the Office of the Secretary of Defense.

"This is one of the toughest recruiting and retention environments in the history of the all-volunteer force," Perry said. "DOD wants to determine what motivates people to stay or to leave."

In 1999, DOD surveyed roughly 66,000 active-duty troops on their satisfaction with military life. "This survey is focusing on those individuals who have made a decision to separate from the military," Perry said. Individuals who receive other than honorable discharges or who are administratively separated are not part of the survey.

The survey, which should take about 20 minutes to complete, is broken down into eight major areas, ranging from demographic information, such as marital status, education level and length of service, to amount of deployment time.

"We're looking at the process they went through, how they made the determination to leave the military. Was it influenced by family members? Was it a job opportunity? Is it that they're going to use the benefits of the Montgomery GI Bill?," Perry said. "We're also looking at what their perception of civilian employment is. Do they think the benefits are better? What have they heard about it? Are they going to join the National Guard or Reserve? Do they still want to keep their affiliation with the military?"

Some questions from this survey are identical to questions on the previous active-duty survey. Perry said officials hope to compare answers and learn how people who decide to remain in military service and those who chose to leave view different motivators, particularly operation tempo.

Even though survey completion isn't mandatory, Perry said he hopes departing service members will complete it out of concern for their fellow service members who stay in uniform.

"How they respond will allow us to go back and address these issues for those individuals who are still on active duty," he said. "If there's a problem they've identified, we'd like to know about it to be able to go back and address those issues."

He said that by completing the survey, departing service members, "literally have the ear of the Secretary of Defense and Congress."

Story by Army Staff Sgt. Kathleen T. Rhem, American Forces Press Service.

Sailors Earn College Credit for Training, Complete RSU Tech Degree Online

U.S. Navy active-duty personnel can receive college credit for their military training and experience and complete a two-year associate's degree entirely on the Internet through Rogers State University, Claremore, Okla.

The Navy recently signed an agreement with Rogers State University (RSU) allowing Navy personnel to receive a two-year Associate's Degree in Applied Technology by completing two blocks: 30 hours of approved Navy training and experience and 30 hours of online college courses taken entirely by computer at naval bases, ships or any other location.

"This is an unprecedented opportunity for enlisted personnel to earn college credit for their naval training and experience and obtain a college degree," said Glenn Gardner, a U.S. Navy education specialist.

Through its innovative and nationally recognized RSU Online Program, students may

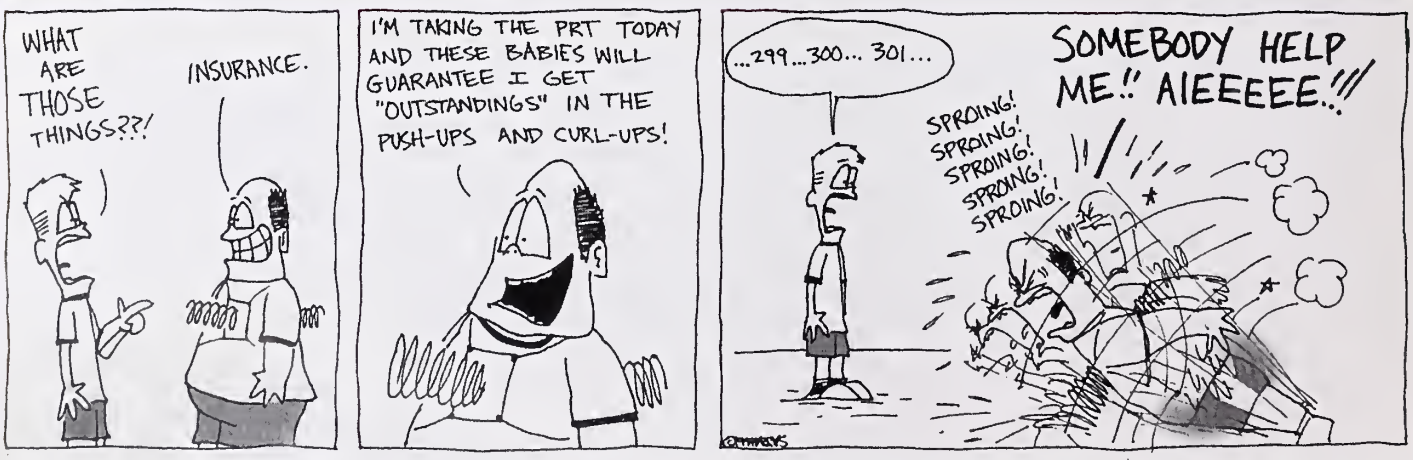


complete a variety of courses and all requirements for four associate's degrees entirely on the Internet, without ever having to step foot on campus. RSU was one of the first universities in the nation to offer classes and degrees on the Internet.

Students may enroll in a variety of classes specially developed for the U.S. Navy in areas

Ricky's Tour

By JO2 Mike Jones **mikejones43@hotmail.com**



such as computer science, English, political science and others. All Navy on-line classes will be taught by highly-qualified professors from RSU's main campus. Navy personnel also may enroll in more than 50 classes offered each semester through the RSU Online program.

To enroll in on-line classes, or get more information about RSU's special offer to Navy personnel, visit the RSU web site and virtual campus at **www.rsu.edu**. Click on the Navy agreement link.

Navy personnel will not be charged out-of-state tuition. All Navy personnel will pay a low in-state tuition rate of $44 per credit hour and accompanying fees for a total of $85 per credit hour. Several Navy financial aid and tuition assistance plans are available, Gardner said.

Navy personnel may receive RSU credit for training and experience in eight Navy ratings areas, including: Advanced Electronics and Computer Field (AECF Electronics Technician – ET); Advanced Electronics and Computer Field (AECF Fire Controlman – FC); Aviation Electronics Technician (AT); Fire Control Technician (FT); Nuclear Field Electrician's Mate (NF, EM); Nuclear Field Electronics Technician (NF, ET); and Nuclear Field Machinist Mate (NF, MM). Other ratings will be added based on student needs.

College credit granted for Navy training and experience is based on guidelines developed by the American Council on Education (ACE).

Details about qualifying Navy training courses, job experience credits and ACE recommendations also are available on RSU's web site at **www.rsu.edu**.

Credit also may be granted for classes taken at other colleges or universities or through vocational-technical schools.

To complete requirements for RSU's Associate's Degree in Applied Technology, students will take 30 hours of college block classes, including general education requirements and electives. The college block classes include communications, U.S. history, U.S. government, math and either general education or technical electives. A total of 60 hours, including naval training and experience and college block classes, are required to receive the degree.

The degree will be offered through the Department of Applied Technology in RSU's School of Business and Technology.

In addition to currently enlisted personnel, students may complete the college block credits before they enlist in the Navy, or may qualify for the special terms of the agreement two years after separation from the Navy.

Pending final approval, students may also complete requirements for three proposed Bachelor's Degrees in Applied Technology, Business Information Technology and Liberal Arts from RSU completely via the Internet, beginning in the fall of 2000. Students who complete their Associate's Degree in Applied Technology can easily pursue their Bachelor's Degree in Applied Technology through RSU's seamless "two plus two" program.

RSU is accredited by the Commission on the Institutions of Higher Education of the North Central Association of Colleges and Schools.

For more information on RSU's education agreement with the U.S. Navy, or to receive advice, apply or enroll, visit the RSU web site, or call 1-800-256-7511 or (918) 343-7777.

TIME CAPSULE

Looking to the month of August in previous years, we discussed future possibilities of nuclear powered ships (1950), looked at 200 years of naval history (1975) and documented the special uses of sea lions (1990).



50 Years Ago — August 1950
Our *All Hands* cover featured a Marine Corporal with a gun and knife. Inside, Adm. Forrest P. Sherman wrote that the "ultimate test of discipline is combat." We also speculated that by 1992, Navy ships would run on atomic energy, randomly calling the "futuristic" fuel, *Atomic Super-X.*



25 Years Ago — August 1975
All Hands published its Bicentennial Issue (1775-1975). Stoked with naval history, the issue documented the evolution of sea power in the surface, submarine and air communities, and 200 years of changes in the naval uniform. We also explained how to pipe bos'n calls.



10 Years Ago — August 1990
We outlined the versatility of the Seabee community in five different feature articles: training to fight in combat; sailing with the fleet; building underwater; in the tropics; and at the North Pole. We also detailed the use of sea lions to recover practice mines.

Try HARP Duty, It Pays

Are you happy with your career and want to share your Navy experiences with others? Would you like some time back in your hometown? How would you like the Navy to pay for your travel? If you answered, "Yes," to these three questions, you should look into the Bluejacket Hometown Area Recruiting Program (HARP).

This program is an outgrowth of HARP, a proven, productive tool in assisting the Navy's recruiting efforts. Applicants receive training at their hometown recruiting office to assist field recruiters at local high schools. Rewards are abundant in this program. The Navy pays for your travel to and from your hometown and with three referrals who join the Navy, you receive a Letter of Commendation from the commander, Navy Recruiting Command (CNRC), RADM Barbara McGann. Four successful referrals earns you a Navy/Marine Corps Achievement Medal.

Bluejacket HARP is primarily for enlisted ranks E-1 through E-6 and there are no rating restrictions. To qualify, you must be a high school graduate from the town you wish to assist in. General Equivalency Diploma (GED) recipients are also considered on a case-by-case basis.

A CNRC spokesperson reported that there have been more than 2,200 applicants approved to participate in Bluejacket HARP so far this year. One success story is MT 3rd Class Wes Travis, who serves aboard USS *Nebraska* (SSBN 739) in Kings Bay, Ga.

Travis submitted his Bluejacket HARP package through his command and was chosen to fly back to his hometown in Bellingham, Wash., to

USS *Porter* Integrates Time-, Money-Saving Corrosion Control Procedures

Sailors reporting aboard USS *Porter* (DDG 78) are in for a pleasant surprise. Since the very first day of basic training they have been taught that "chipping paint" is a way of life in the U.S. Navy. While that chore will never fully go away, the crew of the Norfolk-based guided missile destroyer is taking steps to reduce the hardship Sailors experience when controlling corrosion.

Leading the ship's corrosion control efforts is the use of corrosion resistant steel (CRES). Much like stainless steel, CRES is taking the place of regular steel on high-wear components. Many of those CRES components were installed while the ship was under construction, but since then, other steel parts have been replaced with components made from CRES.

In addition to the use of CRES, the ship has also integrated a number of corrosion control measures that has put technology to work instead of Sailors. Among them, a special coating resistant to ultraviolet rays is used for the ship's intake louvers. The coating requires only washing to maintain its appearance. Also, vapor phase corrosion inhibitors (VCIs) have been installed in small, enclosed areas. As the name implies, VCIs use chemicals to inhibit the formation of corrosion in areas where there is little ventilation. A durable polyester powder that resists corrosion is also used on exterior hose reels aboard *Porter*.

"Next to fire and flood, corrosion is a shipboard Sailor's worst enemy," said LTJG Carmelo Nicastro, Porter's deck division officer. "Keeping that enemy at bay is a day-in, day-out task. It's not fun. In fact, it can be tedious, hard and sometimes-dangerous work that has to be done everyday. Our goal with our corrosion control program is to reduce the hardship for our Sailors while at the same time improving the material condition of the ship."

According to *Porter's* Commanding Officer CDR Kenneth V. Spiro Jr., like death and taxes, corrosion is inevitable. "As long as ships are made of steel, there will be corrosion," he said. "But using technology to its fullest has reduced dramatically the amount of work needed to keep our ships rust free."

That spells job satisfaction for *Porter's* Sailors. Boatswain's Mate 2nd Class (SW) Clarence Marion has served aboard *Porter* for two years after a tour on an older ship. "It's great! It's a lot easier to take care of the ship and better because parts don't corrode as quickly. The corrosion control program has definitely reduced the workload," Marion said.

Although the use of these new technologies and coatings cuts down on work for Sailors, they also save money since corrosion resistant parts must be replaced less often, and the elimination of corrosion-fighting chemicals is good news for the environment.

Story by JO1 Wm. Paul Taylor

Taylor is assigned to the public affairs office, Commander Naval Surface Force, U.S. Atlantic Fleet, Norfolk.

INNOVATORS

Illustration by Rob Colvin

help recruit some of his high school friends. "I really enjoyed going home and working with the recruiters," Travis said. "Even though I worked long hours, I loved it. I wouldn't mind going back in a few years and becoming a recruiter."

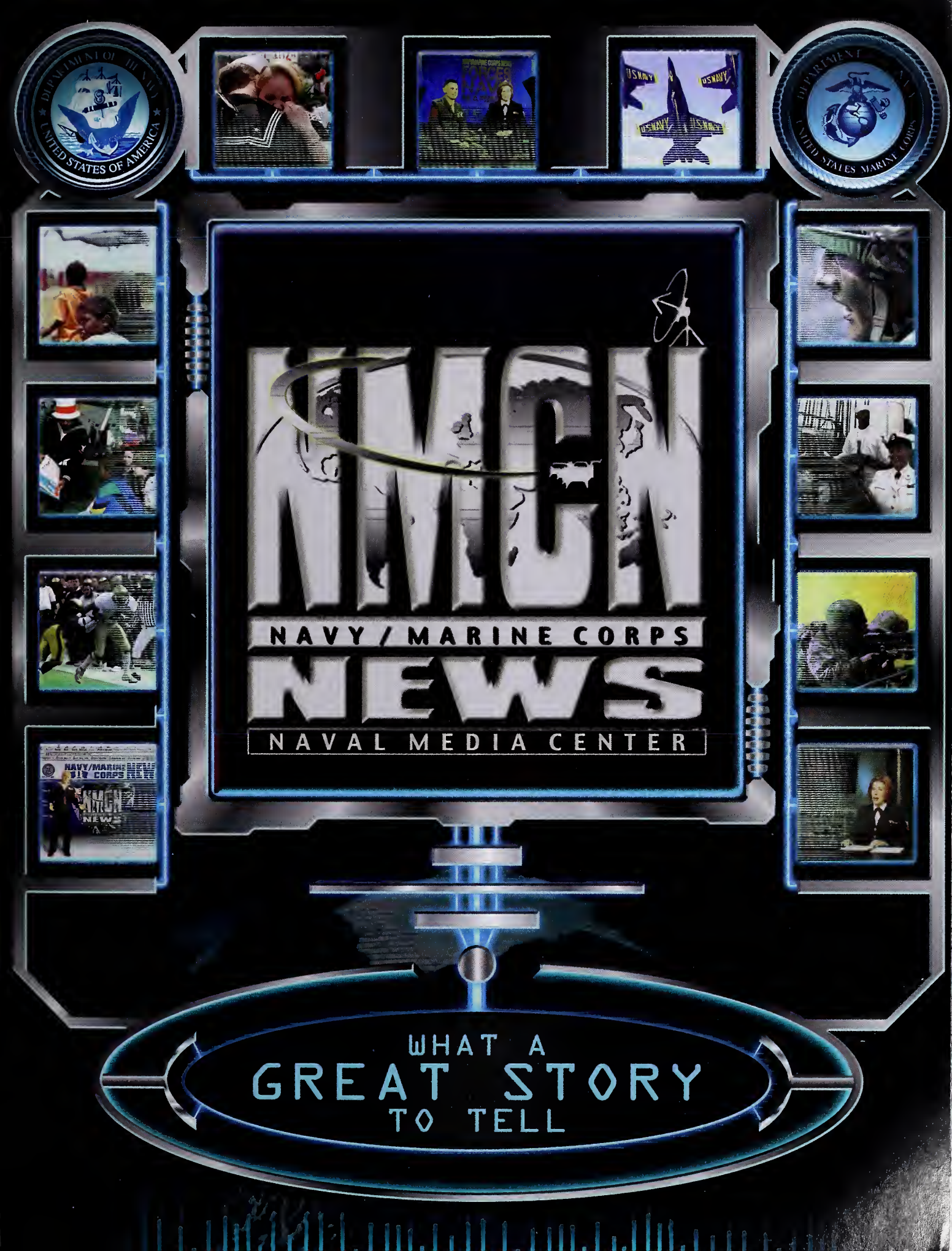
Travis helped put two people in the Navy who were considering other services. According to the 23-year-old submariner, after striking up conversations with these individuals about the Navy and his experiences, they both joined the Navy.

Travis has been in for a year-and-a-half and that's ideally what CNRC wants, young Sailors with strong ties to their hometown. "This program is successful because these young Sailors come across as very sincere and the prospective applicants can relate to them," said Master Chief Navy Counselor Michael F. Doyle, Atlantic Fleet Command Career Counselor.

Bluejacket HARP will fund roundtrip travel from both CONUS and OCONUS to selected Sailors' hometowns. Temporary Active Duty orders must be written for a minimum of two weeks. Sailors who succeed in this program may extend their time on HARP with command approval. Any unit that can afford to send Sailors for extended HARP assignments have been encouraged to consider this option. Submit all HARP requests in accordance with BUPERS instruction 1150.1 or see your command career counselor.

For more information about Bluejacket HARP duty and other programs, go to **www.cnrc.navy.mil.**

Story by JO1 Michael J. Viola, CINCLANTFLT public affairs.


NMCN
NAVY / MARINE CORPS
NEWS
NAVAL MEDIA CENTER
WHAT A
GREAT STORY
TO TELL

Secretary Danzig's Nine Days

SECRETARY OF THE NAVY RICHARD DANZIG RECENTLY RETURNED from nearly two weeks in the Western Pacific region, with nine days spent in Japan. During his trip, he discussed issues with Japanese leadership and U.S. naval commanders ranging from regional security, jet noise and a dioxin-spewing incinerator, to Marine use of an airport on Okinawa and a host of other items. In the midst of all that, the SECNAV took time to discuss many issues with the forward-deployed Sailors and Marines in Japan, Guam and Hawaii.

While in Japan, the SECNAV visited USS *Kitty Hawk* (CV 63), affording Sailors from the only forward-deployed aircraft carrier and other Yokosuka-based ships the chance to hear first-hand from the Navy's highest ranking civilian about a spectrum of issues concerning their lives.

For 45 minutes in the cavernous hangar bay, the SECNAV discussed things that are either in effect or planned to make Sailors' lives better. He talked about challenges facing the Navy as well as topics specific to forward-deployed Sailors.

"One of the biggest issues this past year has been pay," said Danzig. "Money has been put aside for the Navy's future pay raises. Keeping pay raises in the future, to compete with inflation, is important. If we don't maintain them, I'd feel like we, in Washington, haven't honored our contract with you."

Another current topic was recruiting and retention. "The Navy and Marine Corps were the only two services to meet their recruiting goals last year and we plan to do the same this year."

"Many of the tensions that absorb us in Washington are from this part of the world," explained Danzig. "The fact that you're here and can mobilize so quickly is an amazing achievement."

That appreciation was reciprocated by Machinist's Mate 3rd Class(SW) Cheryl Davis, from USS *Blue Ridge* (LCC 19). "He seems really concerned about the Sailors here. I don't think he'd come all the way out here if he wasn't."

Later that day, Danzig flew to Naval Air Facility Atsugi. The biggest concern there by far was the emission levels of dioxin from the Envirotech/Shinkampo incinerator. Last summer, a 56-day monitoring study found the level of dioxin to be 90 times the Japanese legal limit.

Dioxin is classified by the United States as a carcinogen. It causes a form of cancer known as "soft tissue carcinoma." Dioxin also causes a skin condition called chloracne in people exposed to high doses for a long period of time; it irritates the eyes, nose and throat. Dioxin is a product of the hazardous waste-burning process.

"Both the government of Japan and the U.S. government are working together in attacking the [Shinkampo emission] problem," Danzig said. "This will take some time, but we are moving in the right direction.



Photos by PHC Dolores L. Anglin



The Honorable Richard Danzig, Secretary of the Navy, in the No. 8 jersey, thanked Sailors and Marines from Camp Foster, Okinawa, Japan, for an afternoon basketball game. Whether on travel or in Washington, D.C., Danzig likes to fit in a basketball game when possible, not only to keep fit, but also to interact with enlisted personnel.

Story by JO1 Joe Gunder

in Japan

Extras for the movie "Pearl Harbor" covered the deck of *Missouri* (BB 63), watching the SECNAV talk with Director Jerry Bruckheimer and others in the filming crew. Secretary Danzig visited Hawaii on the last leg of his recent trip to Japan, and dropped by the set to see the extensive re-creation of the attack on Pearl Harbor that will be featured in the movie. During his visit to Hawaii, the SECNAV also announced the naming of the third *Virginia*-class submarine, USS *Hawaii* (SSN 776).

Secretary Danzig's Nine Days in Japan

"Previous times the owners of Shinkampo have said they would fix the emission problem with one piece of machinery or another. Yet those improvements have never been implemented or effective," he continued.

Danzig acknowledged that while the Americans were concerned about the incinerator emissions, Japanese citizens outside NAF Atsugi have justifiable concerns about the noise caused by the aircraft. "But," he said, "we take into account those concerns in our operations and planning." Danzig mentioned that currently U.S. naval aircraft fly more than 650 miles to Iwo Jima to train so the noise near NAF Atsugi could be reduced.

Danzig's Far East journey then took him further south in Japan to Fleet Activities Sasebo. More than 2,500 Sasebo Marines and Sailors joined him in the crowded hangar bay of USS *Belleau Wood* (LHA 3).

"We've made a number of improvements in a lot of programs, but now is the time to keep pressing and building on those improvements," noted Danzig. "I'm looking for the 3.8 percent pay raise out of Congress this year, as well as working toward eliminating the need for Sailors to pay out-of-pocket costs for housing."

Some of the new programs Danzig is working on include getting rid of the substandard cleaning supplies currently on ships, as well as hiring civilians to cook on ships and for repainting jobs. "We're also designing our ships to increase habitability standards. In fact, we've increased investment in surface fleet research and development as well, to further improve our ships," added Danzig.

One particular *Belleau Wood* Sailor was impressed. "He arrived onboard in every day casual clothing and, keeping the Sailor in mind, answered some tough questions in a very down-to-earth, straight-to the-point, honest fashion," said Information Systems Technician 3rd Class Jerry D. Davis.

Danzig's travels also took him to Okinawa. He landed at Marine Corps Air Station Futenma for a three-day visit with local officials and military leaders.

Marines with Company B, 1st Battalion, 7th Marines, deployed to Okinawa as part of the Unit Deployment Program from Twentynine Palms, Calif., demonstrated the Special Effects Small Arms Marking System at the Jungle

The Secretary of the Navy addressed local command master chiefs and senior enlisted advisors at Naval Station Yokosuka, Japan.



Secretary of the Navy Richard Danzig (right center), meets with members of the Japanese Joint Staff Council in Tokyo, during his visit there this Spring. Danzig toured bases and met with area commanders and ship and base COs to discuss topics ranging from quality of life to fleet readiness. To Danzig's left is RADM Don Weiss, Commander, U.S. Naval Forces, Japan.

Photos by PHC Dolores L. Anglin

Warfare Training Center. Marines here used modified M-16A2 rifles that fire rounds with colored, paste-filled tips. The Secretary even took the opportunity to fire one of the weapons himself.

Danzig fielded questions on topics ranging from the possibility of exchanging unserviceable utility uniforms for infantrymen to the size of meal portions at the mess halls. The Secretary also asked the Marines about subjects he is particularly interested in, such as the quality of Marines today and retention. Throughout the discussion, he listened intently to the junior Marines as he heard, first-hand, about issues they are concerned about.

The SECNAV also hit the court at the Foster Field House to play basketball with Marine and Navy staff noncommissioned officers.

"It's fun for me; I just like to play basketball. I've never been very good, so as I've gotten older, I don't feel a lot worse," Danzig said with a laugh. "The second part of it is that it's a nice way to see people. It breaks down barriers. It lets Marines see a Secretary of the Navy in an everyday way."

Forty-five minutes and buckets of sweat after they hit the court, the "Visitors" team, which the Secretary played on, edged out the "Home" team 74-70.

"I hope he sees that leadership is still alive," said home team player Gunnery Sgt. Edward E. Harris, company gunnery sergeant, A Company, Headquarters and Service Battalion, Marine Corps Base. "I hope he saw that the senior leadership is not only athletic, but taking an active part in different things that are going on: athleticism, esprit de corps and camaraderie. I think him seeing that, even on a small scale like this, helped him recognize that. 'My senior leadership is well and active.'"

The SECNAV later left Okinawa and headed south to the small island of Iwo Jima. During World War II, it took 36 days to secure Iwo Jima at a cost of nearly 7,000 Americans and 18,000 Japanese.



1T2 Robert Kreger demonstrates the capabilities of the operating console of the WSC-6SHF satellite antenna system onboard USS *Blue Ridge* (LCC 19) to the SECNAV.



Danzig was presented a plaque by the Marines of 3rd Marine Expeditionary Force, Okinawa, Japan, after he reenlisted 68 Sailors and Marines on top of Mount Suribachi on the island of Iwo Jima, Japan. The ceremony wrapped-up Danzig's tour.



Danzig, the main speaker at the dedication of the Navy's newest submarine, USS *Hawaii* (SSN 776), bows his head in prayer during the benediction. The SECNAV attended the ceremony at USS *Bowfin* Submarine Memorial Museum following his trip from Japan.

But it was on the fourth day of the assault that the famous flag-raising photo was taken of the five Marines and one Navy Corpsman on top of Mount Suribachi.

Danzig stopped at Iwo Jima to reenlist 68 Marines and Sailors atop the famous mountain.

"I came here because of all of you," Danzig said to the reenlistees following the ceremony. "Just as important to me as the people who were here 55 years ago, is the group of you who are here today. From my standpoint, it's you who play a crucial role, just as those people did, keeping the Marine Corps and the Navy going for another 500 years. I thank you for the commitment you made today. I thank you for the commitment you make everyday."

The SECNAV then flew on to Pearl Harbor. Barely rested from his moonlight flight from Okinawa to Midway Island, the SECNAV was up bright and early to announce the naming of the third *Virginia*-class submarine, USS *Hawaii* (SSN 776). The ceremony was held at Bowfin Submarine Memorial Park in Pearl Harbor, on the brink of the U.S. Navy's submarine centennial.

"Submariners are one of our greatest assets," the SECNAV said. "So also are the people who appreciate and support them. Naming this submarine *Hawaii* recognizes both groups — those brave men who have served here and the men and women who support them."

The SECNAV finally made it back to the Washington, D.C., area after midnight on the ninth day. Besides almost two weeks worth of jet lag, Danzig brought something else back — a better understanding of the lives and contributions of Sailors and Marines forward deployed in the Pacific.

He also brought back the knowledge that they know their SECNAV really does care.

For more information about the Navy in Japan, go to **www.cnfj.navy.mil.**

Gunder is the editor of Navy Wire Service.



SW3 Kennard Caldeira, assigned to Seabee Unit 422, proudly displays the flag of his native Guyana. With only four months to go to get his citizenship, Caldeira looks forward to expanded opportunities. "I waited for the new program," he said. "Now my paperwork will process faster."

Photo by JO1 Robert Benson

Navy Sails Around Sea of Red Tape

Story by JO1(SW/AW) Wayne Eternicka

When **Personnelman 3rd Class Manuel Flores** stepped off a plane at then-National Airport in 1987, his view of America was what he'd seen on TV: "Dukes of Hazzard," "Dallas" and the evening news. Fortunately, the news showed Flores that America was more than dirt roads and cowboy hats, but it never explained how he could become a citizen, and he hadn't the slightest idea.

Now, 13 years and two tries later, Flores is extremely excited about the military's new program to expedite citizenship paperwork for its members. Introduced in January, the program has encouraged the Anacostia Annex Sailor to try again.

Flores was born in Usulutan, El Salvador, in April 1975. At age 12, he knew his country was embroiled in civil war because guerrilla warfare made traveling from city to city unsafe. His family wasn't as poor as many, but poverty and unemployment were swelling.

"My mom went to the states before me, making preparations for me to come," he said. "It was hard to see things happening to El Salvador."

Flores enlisted in the Navy in 1994.

"I didn't know what I wanted to do, and the Navy seemed like it was in my face all the time, so I joined," he said with a chuckle. "I questioned my decision in the beginning, but now that I'm on shore duty, I think back to all the travel and experience I've gotten."

He first applied for citizenship while stationed with VFA-34 at NAS Jacksonville, Fla.

"It was impossible, such a long waiting period," he said. "It was a real hassle." Then, he transferred to Anacostia Annex, Washington, D.C. "I wasn't going to travel from Washington, D.C., to Florida and try to deal with all the paperwork too," he said. He quickly lost track of the status.

Late last year, he refiled in Baltimore. Then he found out about the military's new citizenship program, a streamlined initiative for the sea services announced by the Secretary of the Navy. It reduces waiting time for active-duty members to three or four months from a normal waiting period of 20 to 24 months or more. He plans to forget about the paperwork he filed in Baltimore.

"The Navy's so much faster," he said. "It's much better than what civilians have to do, and the wait I was expecting. It came to me as a benefit for serving in the military."

Most of the reasons Flores wants citizenship — job opportunities, rate changes within the Navy, security clearances — are echoed by **Steelworker 3rd Class Kennard Caldeira,** a native of Guyana, who works with Seabee Unit 422, Naval District Washington.

"You can't even work at the post office without U.S. citizenship," Caldeira said. Caldeira isn't focused now on changing rates or leaving the Navy, but he doesn't rule it out down the road.

"The way the Navy changes, you have to be ready to change too," he said.

Like Flores, Navy relocation disrupted earlier chances for Caldeira to complete citizenship paperwork. In Caldeira's case, six-month deployments overseas with Seabee battalions made tracking immigration paperwork as unreal to him as the New York snow he saw when he first flew from tropical Guyana.

He's now using the military program to run his paperwork through the newly established Central Military Processing Unit in Lincoln, Neb., a division of the Immigration Naturalization Service.

"I've been getting help at the Navy Yard from Michael Cole – he's pretty helpful!" Caldeira said.

Paralegal Specialist Michael Cole, along with CDR Ann DeLaney, director for the Legal Assistance Division, spearhead Navywide immigration assistance from

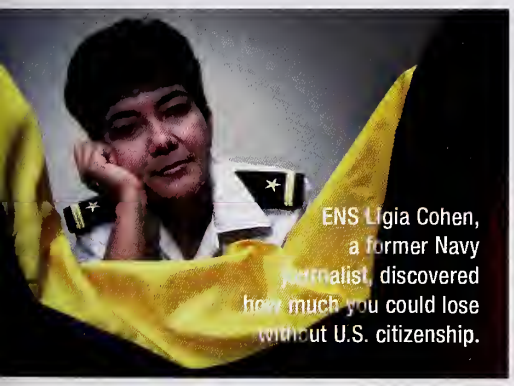
Gaining Citizenship Becomes Easier for Active-Duty Sailors

the Navy Office of the Judge Advocate General, Washington Navy Yard, Washington D.C.

"We're trying to educate," DeLaney said. "We try to get the word out to JAGs, family service centers, command career counselors and on web sites. Ideally, local commands can help individuals on a personal basis. If they have a problem, they can call or e-mail us. It's often career counselors who come into contact with Sailors who need immigration help because Sailors approach them wanting a rate change or officer program."

According to the Chief of Naval Operations message issued in March, each local command should designate one command representative to assist in the application process. *The Navy Guide to Naturalization Applications*, can be downloaded on-line at:
bupers.navy.mil/pers33/natur.htm

DeLaney and Cole said if individuals are confused about where their application stands after submission, they can always call them at the Navy Yard.



ENS Ligia Cohen, a former Navy journalist, discovered how much you could lose without U.S. citizenship.

Photo by PH2 Shane McCoy

"It's the greatest thrill when we can help someone," Cole said. "It's not always good news, but at least they know where they fall in the queue." He also knows many horror stories resulting from incorrectly filed paperwork.

"In the past, service members would get forms at home, either through the mail or from the Internet," Cole said. "They'd send them in, and if they were filled out incorrectly, they were asked to resubmit and told,'Oh, by the way, you'll have to wait an additional 365-400 days.'"

With an estimated 12,500 active-duty Sailors who are not U.S. citizens, a large percentage of them might have been transferred to their next duty station while waiting under the old process.

"It doesn't matter if you're here, in Japan, or in Spain with the new process," Cole said. "Your paperwork is in one place, and you can always reference it."

Former **JO2 Ligia Cohen** is an example of a Sailor who struggled before the new process was erected. Though she's a success story, she came face-to-face with disappointment and was so frustrated she considered leaving the Navy before she gained citizenship.

The Columbia-native joined the U.S. Navy in 1995 under a waiver for citizenship.

"Nobody told me my waiver had an expiration date or was good through only a certain pay grade," she said.

After earning the requisite score for advancement to JO1, she was told she couldn't advance to first class without a secret clearance. That required citizenship, and she didn't have it.

Her command peers were frocked that June 1999. She attended – as an observer.

"It felt totally unfair," she said. "I earned the promotion, but wasn't getting it. I was really upset and going to get out [of the Navy]."

Fortunately, Cohen received her citizenship after four months and some frustration, just three days before the end of the advancement cycle at which point she would have lost her chance to advance.

"There was no regular process through the Navy to get paperwork expedited," she said.

Cohen's expedited wait of four months is what the Navy is now offering through its new program to all Sailors who have served three years active-duty service.

"We all have naval citizenship," Cohen said. "We should be in the same position with the same opportunities." Subsequent to Cohen's advancement to E-6 in 1997, she submitted an application to an officer program and now works at Naval Medical Center, Portsmouth, as ENS Ligia Cohen.



PN3 Manuel Flores, assigned to the Personnel Support Det., Anacostia Annex, Washington, D.C., was raised in two countries — America and El Salvador. He has spent exactly half his life in each country.

Photo by PHAN Saul Ingle

"It makes things so much easier when you're not held back because you don't have citizenship," Cohen said. Flores and Caldeira are now focused on gaining the stability that comes with citizenship. Soon, they won't live the American dream through syndicated television and news. These Sailors, who have come from foreign countries, yet maintain the freedom of the American people, are finally only a short step from citizenship.

Eternicka is a journalist assigned to All Hands.

Forms for U.S. citizenship are available from the INS website at: ins.usdoj.gov/graphics/formsfee/index.htm If you require additional help, contact Mr. Michael Cole at: colems@jag.navy.mil

With a new millennium starting, ***the Future is Now,***
and, you may soon see Sailors like the ones on the following pages,
staying safe through Operational Risk Management.

ORM: Keeping Sailors Safe One Step at a Time

We've all seen the pictures or heard the horror stories: the mangled hand; the ship in tow after a violent collision at sea; a leg badly injured by a ship's mooring line; the totaled car next to the main gate, silently warning others not to drink and drive ...

Something went terribly wrong in these incidents, a breakdown in an important area: ORM or Operational Risk Management. Get to know this acronym; in the future, your life may depend on it.

ORM is a process that helps prevent accidents, and reduces property damage, leading to more effective mission accomplishment.

All Sailors know that mission accomplishment involves facing risks. In peacetime exercises or hostile combat operations, we rely on commanders to weigh those risks. It's not a new concept; commanders have used risk management since the beginning of military existence - some successfully, some with disastrous consequences.

By weighing risks and taking a real look at safety, countless lives have been saved. To wit:

• A squadron of F/A-18s successfully used ORM to plan its relocation from NAS Cecil Field to NAS Oceana without incident.

• USS *George Washington's* battle group applied ORM and completed a six-month deployment with no Class "A" mishaps.

• One ship on the waterfront consistently applied the ORM process to identify when the benefits of daily evolutions do not outweigh the costs. They adjusted their schedule to best fit the situation.

• One ship postponed entrance into a congested strait until daylight after applying the ORM process.

Everywhere around you, ORM is at work.

Damage Controlman 2nd Class David Alex reduces hazards everyday, using ORM at his workplace. Without it, he would risk the lives of the young Sailors he teaches how to battle fires at the fire-fighting and damage control training department in San Diego.

"ORM prevents students from unnecessary risks," said Alex. "On a daily basis, I see the chance for mishaps. If ORM was not in place, it would be much harder to prevent these mishaps."

Alex said before he takes any students through fire training, he will screen them to identify high-risk students who may need extra supervision. "We look for someone who is claustrophobic or has the sickle cell trait. When this is revealed, the student is issued an arm band to easily be identified. That way the instructor can monitor the student. The screening also allows us to prevent someone from going through the course who is not fit to do it, such as someone who has consumed alcohol in the past 12 hours or someone who has had very little sleep."

According to LT Len Milliken, ORM data analyst at Norfolk's Naval Safety Center, weighing risks before taking action is becoming more commonplace. "Sailors are more apt to speak up when they feel things aren't safe, not because they are trying to get out of a task, but because they feel there are real safety concerns to be considered.

Story by JO1 Robert Benson, photos by JO1 Robert Benson and PH2 Aaron Ansarov, illustrations by Israel "Izzy" Long

"The ORM process enforces a 'common sense' approach to making risk decisions," he continued. "It anticipates hazards and the mishaps they produce, instead of reacting to them. It is definite instead of random, and will result in a conscious decision about risk compared to benefit, rather than the traditional 'can do' attitudes that ignore risk."

Consider this: you're trapped on the second floor of a burning building and your only escape is to jump from the window. You probably risk a broken leg or arm, but a broken bone is a better outcome than death from fire or smoke inhallation.

Evaluating risks like this involves



Step 1: Identify Hazards

Even in the future, a hazard can injure or kill people or make them sick, damage or destroy equipment and property, or keep you from completing the mission. Fire can be one such hazard – one that **DC2 David Alex,** from firefighting and damage control training department, Fleet Training Group, in San Diego, knows all too well. "ORM prevents students from unnecessary risks," he said. "I see on a daily basis the chance for mishaps. If ORM was not in place, it would be much harder to prevent these mishaps."

five steps, which our futuristic Sailors described on the following pages. Every Sailor has a responsibility to identify hazards at each level, taking precautions to reduce risks, and accepting the risks only when the benefits exceed the accepted risk.

Four principles of ORM are to:

1. **Accept risk when benefits outweigh the cost**
2. **Accept no unnecessary risks**
3. **Anticipate & manage risk by planning**
4. **Make decisions about risk at the right level (before you start an activity).**

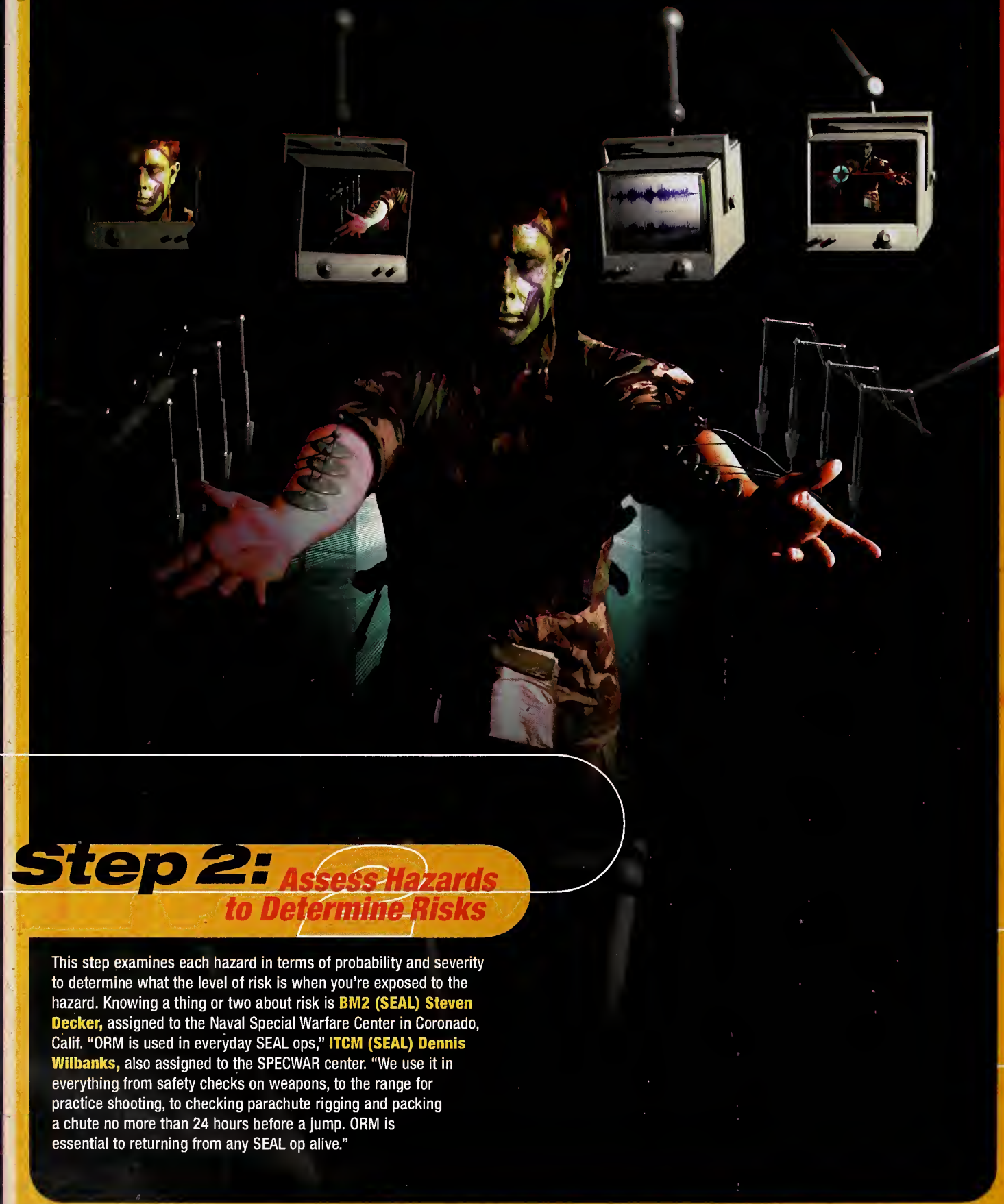
"In the future, the Naval Safety Center sees ORM becoming a mindset, a way of life and second nature to Sailors both on duty and off," said Milliken.

For more in-depth information about the ORM process and how you can get ORM training for your command, visit the Naval Safety Center's ORM web site at www.safetycenter.navy.mil/orm.

Benson is a photojournalist for All Hands; *Ansarov is a San-Diego-based photojournalist for* All Hands; *photo-illustrations by Israel "Izzy" Long, Minneapolis.*

"In the future, the Naval Safety Center sees ORM becoming a mindset, a way of life and second nature to Sailors both on duty and off."

ORM: Keeping Sailors Safe One Step at a Time



Step 2: Assess Hazards to Determine Risks

This step examines each hazard in terms of probability and severity to determine what the level of risk is when you're exposed to the hazard. Knowing a thing or two about risk is **BM2 (SEAL) Steven Decker,** assigned to the Naval Special Warfare Center in Coronado, Calif. "ORM is used in everyday SEAL ops," **ITCM (SEAL) Dennis Wilbanks,** also assigned to the SPECWAR center. "We use it in everything from safety checks on weapons, to the range for practice shooting, to checking parachute rigging and packing a chute no more than 24 hours before a jump. ORM is essential to returning from any SEAL op alive."



Step 3: Develop Controls & Make Risk Decisions

After assessing each hazard, you develop one or more controls to either eliminate the hazard or reduce the risk of a mishap. When you develop controls, you have to consider the reason for the hazard, not just the hazard itself. Once you have developed controls, you must determine if the risk is justified. "I work around aircraft, and if you're not careful, you could die," said **AD3 Takiyah Dillard,** from Naval Air Facility Washington D.C. Working around aircraft can be inherently dangerous she said, and she takes controls, like aircrewman throughout the Navy, to eliminate potential hazard. "I make sure that my pockets are free of FOD (foreign object debris). When training personnel, I make sure they stand clear of danger areas on the aircraft. I also ensure my radio is working and that I'm wearing protective gear. Dillard receives continuous in rate training that helps make the job safe; classes like emergency line procedures, foul weather line procedures, general aircraft servicing and handling, ground fueling safety and FOD training.

Step 4: Implement Controls



After you have developed controls, you have to carry them out. You know what you have to do to prevent a mishap, so do it. Being an expert at mishap management is **ABH2(AW) Jose Carrasco,** assigned to Navy Region Southwest Force Protection, Naval Station Police Department. "One of the hazards of my job is always carrying a loaded weapon," he said. "You never know when and if you will have to use it. Another hazard is tending to accident victims or to people who need medical assistance. You don't know if the person has a communicable disease that might be contracted." With ORM in mind, Carrasco first qualified on the weapon he uses. Before receiving his weapon at the beginning of the day, he has to present a weapons card. He loads the gun while it's pointed into a barrel of sand. "Hairy situations arise all the time, and we have to stay prepared."



CNO, MCPON Team Up in New Video to Reduce Injuries, Death

A new video, aimed to help reduce the hundreds of needless injuries and deaths Sailors suffer each year, was released to the fleet last month.

According to CAPT Denis Faherty, Operational Risk Management (ORM) director for the Navy, the video is an early landmark on the road to a change of culture in the service.

"We have a moral responsibility to protect people as well as defend the country," said Faherty.

The video is being released to drive home the Navy's commitment to ORM as the best way to keep Sailors safe in dangerous environments — on and off duty.

In making the video, Chief of Naval Operations ADM Jay L. Johnson and Master Chief Petty Officer of the Navy MMCM (SS/SW/AW) Jim Herdt teamed up to explain the meaning and importance of ORM to the Navy.

Johnson noted that ORM is of utmost importance and the reason is obvious.

"We are losing too many of our shipmates to death and serious injury during exercises and training. We must take action now to stop it," the CNO said.

Herdt made the point that the principles of ORM also apply to Sailors during off-duty hours.

"The No. 1 cause of death of Sailors and Marines is traffic accidents, especially those in private motor vehicles," Herdt said. "For the years 1995 through 1999, 61 percent of fatalities were from traffic accidents. ORM, is about making intelligent decisions." He summed up risk management's purpose by quoting actor John Wayne. "Remember what John Wayne said, `Life is tough, but it's tougher when you're stupid.'"

According to Faherty, ORM was first introduced to the Navy with the release of OPNAVINST 3500.39 in 1996. It was first implemented in aviation units, and then spread fleet-wide in 1998.

Johnson said he considers ORM a leadership tool, and charged the Navy with making it work at every level.

"I'm asking you to take it aboard and implement it through the chain of command," said Johnson. "Flag officers, commanding officers, command master chiefs — infuse the principles of ORM down to the deckplates ... and Sailors, I'm charging each and every one of you to incorporate it into your daily activities, both on and off duty. Together we can do it and make the world's greatest Navy even better and safer!"

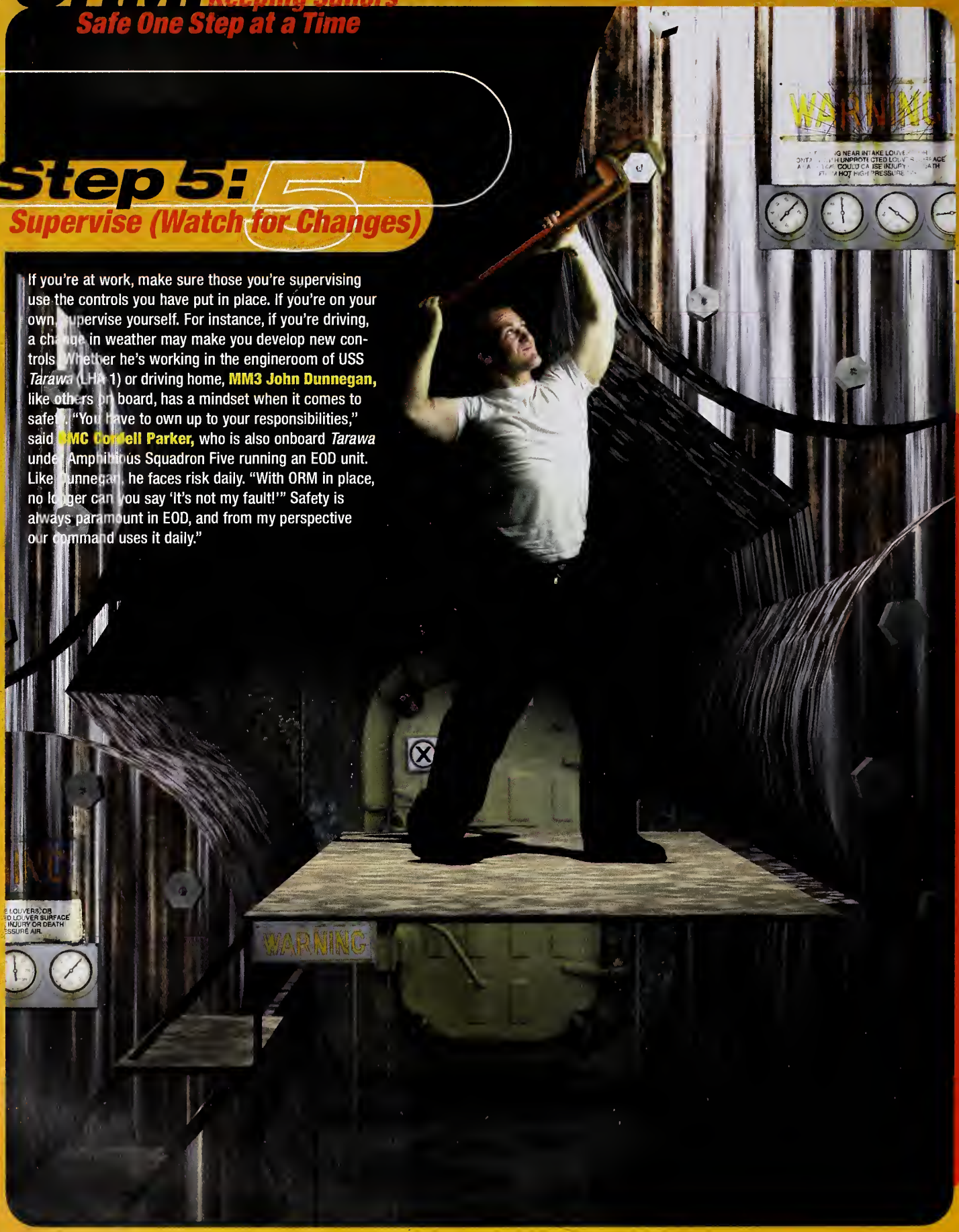
Commands should have received the new video in July. For additional guidance or ideas on training and implementing ORM at your command, see OPNAVINST 3500.39, or contact CAPT Denis Faherty at faherty.denis@hq.navy.mil.

Story by CNO Public Affairs

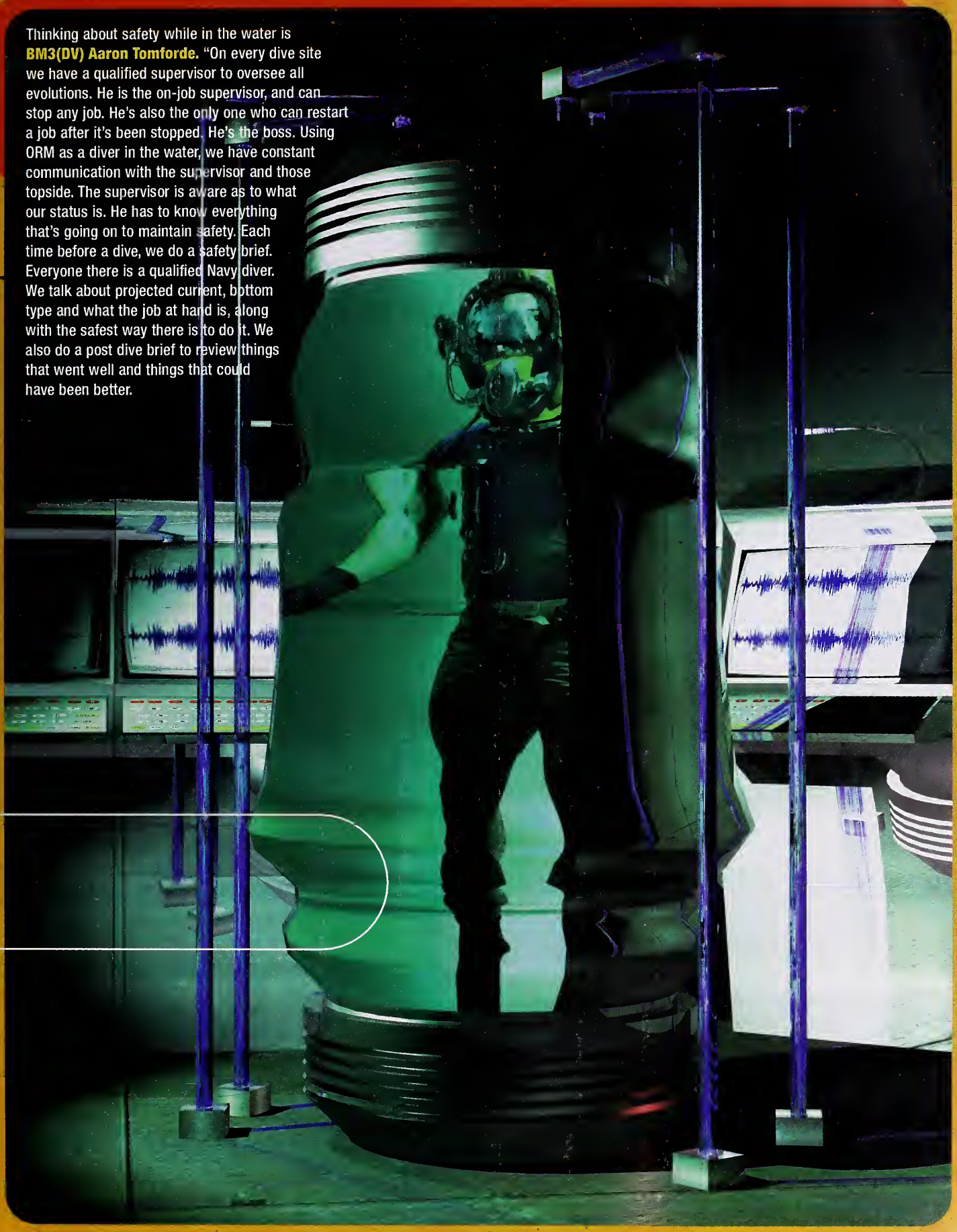
ORM: Keeping Sailors Safe One Step at a Time

Step 5: Supervise (Watch for Changes)

If you're at work, make sure those you're supervising use the controls you have put in place. If you're on your own, supervise yourself. For instance, if you're driving, a change in weather may make you develop new controls. Whether he's working in the engineroom of USS *Tarawa* (LHA 1) or driving home, **MM3 John Dunnegan,** like others on board, has a mindset when it comes to safety. "You have to own up to your responsibilities," said **EMC Cordell Parker,** who is also onboard *Tarawa* under Amphibious Squadron Five running an EOD unit. Like Dunnegan, he faces risk daily. "With ORM in place, no longer can you say 'It's not my fault!'" Safety is always paramount in EOD, and from my perspective our command uses it daily."



Thinking about safety while in the water is **BM3(DV) Aaron Tomforde.** "On every dive site we have a qualified supervisor to oversee all evolutions. He is the on-job supervisor, and can stop any job. He's also the only one who can restart a job after it's been stopped. He's the boss. Using ORM as a diver in the water, we have constant communication with the supervisor and those topside. The supervisor is aware as to what our status is. He has to know everything that's going on to maintain safety. Each time before a dive, we do a safety brief. Everyone there is a qualified Navy diver. We talk about projected current, bottom type and what the job at hand is, along with the safest way there is to do it. We also do a post dive brief to review things that went well and things that could have been better.

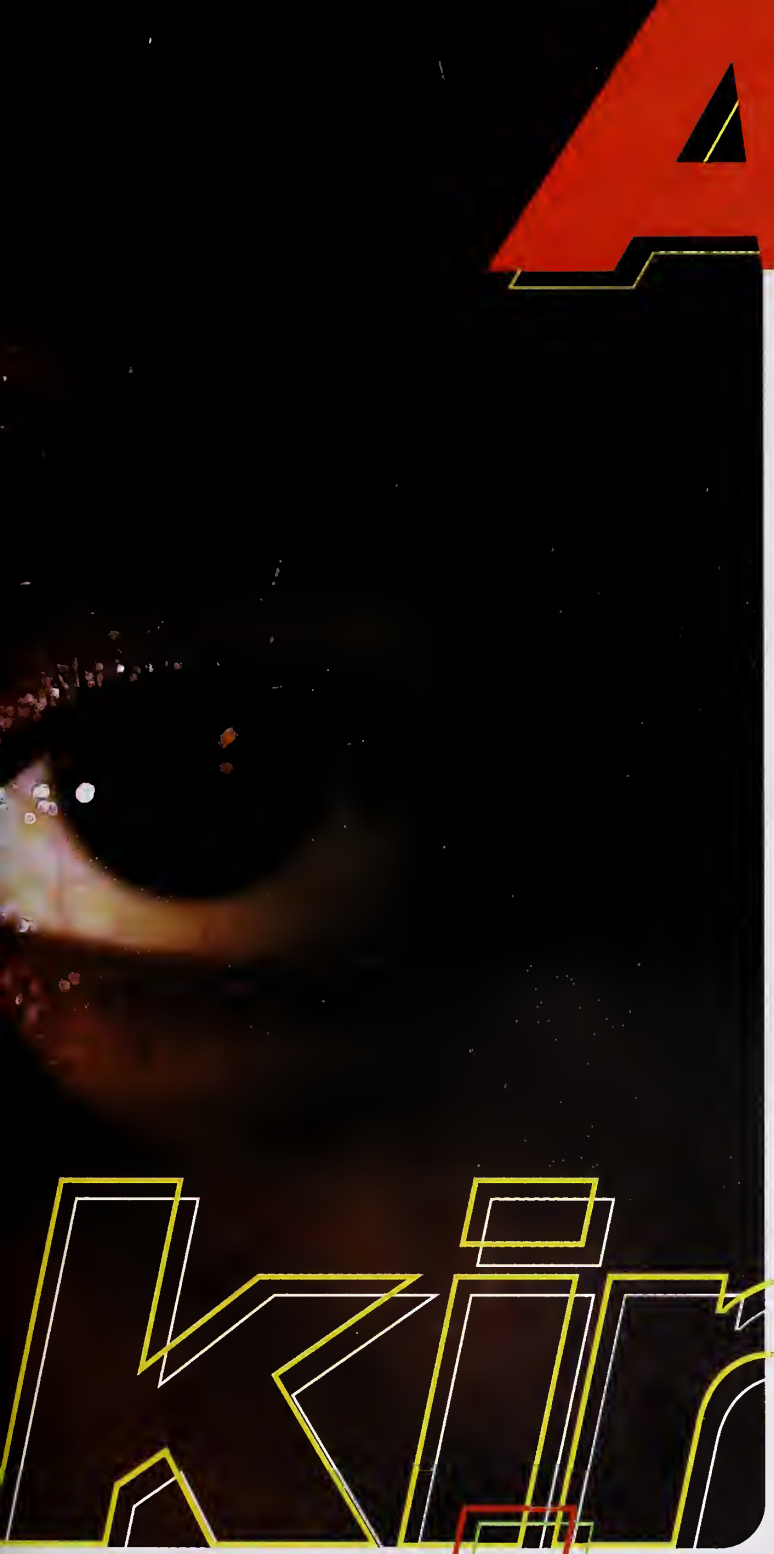


Story and photos by PH2(AW) Jim Watson

Looking for Victory



Broderick Lee prepares himself for a hard fall as ABE1 Steven Mays launches him to the mat.



Making a story

ANYONE LOOKING INTO THE EYES OF AVIATION BOATSWAIN'S Mate 1st Class Steven Mays has a chance at seeing it — the fire and determination to be No. 1, the commitment he makes to the sport of wrestling and the intimidating stare that warns his opponents that his 119 lbs. is not to be underestimated. Those who get that chance on the mat may only see it for a split second, though before they are picked up and taken down.

Several top wrestlers got that chance this Spring when they matched up eye to eye with Mays at the U.S. Greco-Roman Nationals in Las Vegas. Mays, defending his 1999 national championship, brilliantly worked his way through the competition, winning his first match in only seconds — 39 to be exact, over Marine Chris Connor, (10-0). After a small break between the matches, it was on to Lindsey Durlacher, a wrestler with the New York Athletic Club. Although this match lasted a little longer - six minutes this time – Mays came away victorious, winning (11-6).

On the other side of the mat though, world-class wrestler Brandon Paulson was winning as well, 11-1 in his first match and pinning his opponent in his second match. While the Nationals are only a stepping stone toward the Olympic trials being held this year in Houston, Mays couldn't help but watch, as Paulson, the 1996 Olympic silver medalist, began looking like the only thing that could stand in his way.

After last year's successes, in which Mays won the Armed Forces Championship, the National Championships, World Team Trials and then a bronze medal in the Pan American Games, he was believed by many to be a shoe-in for the Olympics in Sydney, Australia.

"Steve Mays is a pretty amazing story, because not many people finally break through in their 30s," said Mitch Hull, USA

"It is my life,"

said Mays, who began wrestling after to the sport. "Not being able to and the United States in the Olympics—

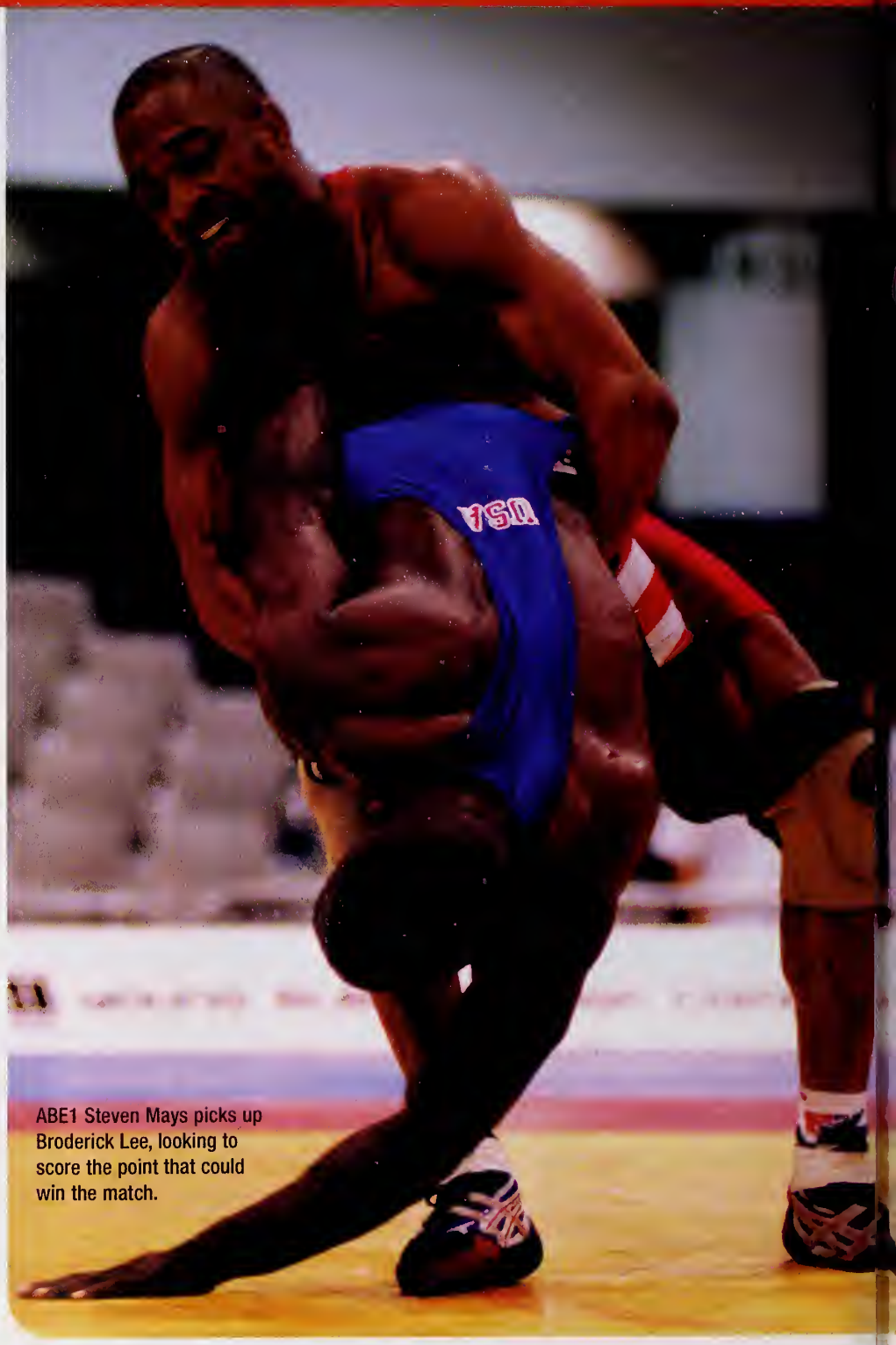
Wrestling national team director. "If they haven't done it early, it is hard to do, and he's doing it. World championships, the Pan Am Games and now he's in the finals. And I would certainly say he's the leading candidate for the Olympic team."

Mays went into the quarter finals against Broderick Lee with one thing on his mind: winning. And he did, (6-4), which moved him closer to his goal and ultimately closer to Paulson, who also won his quarter finals match by referee decision after an over-time score of (1-1). "I started at nine-years-old, now I am 33 and still doing it, and so it becomes everything. It is my life," said Mays, who began wrestling after his oldest brother introduced him to the sport. "Not being able to reach my goal, representing the Navy and the United States in the Olympics—I can't even begin to think of it. Words could never describe that."

In just six short hours, Mays and Paulson would be on the mat, the elimination of all of their hard work during the last year. Mays had dreamed about this moment for seven days and nights a week while stationed in Pensacola, Fla., supervised by All Navy Wrestling Head Coach Rob Herman.

"If it wasn't for Navy sports, the Navy in general and his command, USS *John F. Kennedy* (CV 67), this would not have been possible for him," said Herman, also assistant coach for the 2000 U.S.A. Greco-Roman Wrestling Team. "They have given him the opportunity to do it full time, and his dreams are finally coming true."

"The Navy has supported us 100



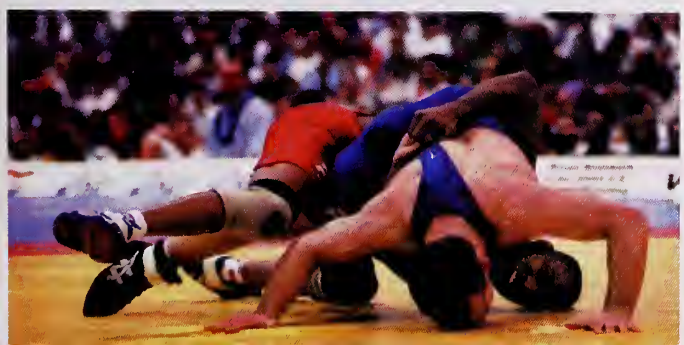
ABE1 Steven Mays picks up Broderick Lee, looking to score the point that could win the match.

**his oldest brother introduced him
reach my goal, representing the Navy
can't even begin to think of it.**

Words could never describe that."









Top Left – Using a credit card to wipe off the sweat, ABE1 Steven Mays and his teammates sit in a sauna for 15 minutes, cutting weight, then resting outside for 10 minutes repeating the process. ***Middle Left*** – ABE1 Steven Mays lets out a victory yell after beating Broderick Lee, putting him into the finals. ***Bottom Left*** – ABE1 Steven Mays struggles to get the advantage over Brandon Paulson during the 2000 National Championships. ***Above*** – ABE1 Steven Mays talks with Army wrestler Mujaahid Maynard about his last match and what he needs to remember for the next one.

percent," said Mays' wife, Melanie, who flew in from Florida to watch and support him through the Nationals.

"They have allowed him to train year round. A lot of people think it's easy, but he's doing hard work everyday, cutting weight, training and spending a lot of time away from home. He's doing a job and representing the Navy, both of which he's doing well."

During the next few hours, Mays went over in his mind what he was going to have to do in the match with Paulson. He played out moves, relaxed and cleared his mind. He also supported his Navy teammates — shouting pointers, talking to them in the corners and congratulating them on their victories.

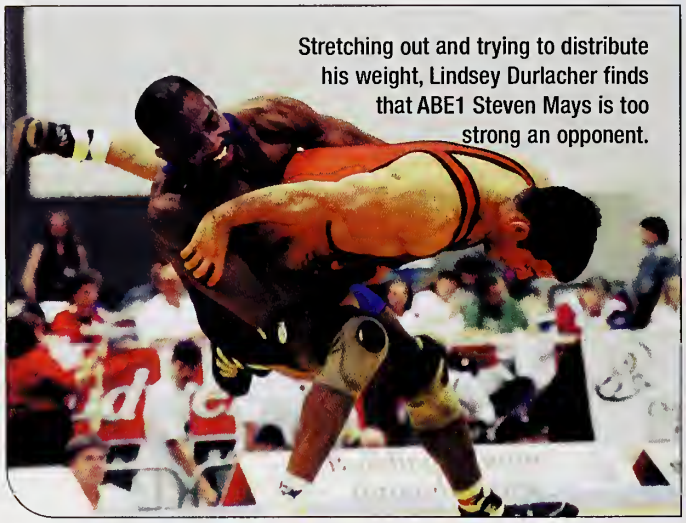
"I think I am pushing more and more toward coaching," said Mays. "I will probably do one more year of wrestling, then start coaching with the All Navy Team."

It's a position his teammates feel he would be great at.

"Steve has been there and done that," said Navy Wrestling Team member, Machinist Mate 3rd Class Marco Jeantete.

"The Olympics are defini

There are always going to be set then you will never succeed in — wrestling, on the job



Stretching out and trying to distribute his weight, Lindsey Durlacher finds that ABE1 Steven Mays is too strong an opponent.



ABE1 Steven Mays watches as one of his friends competes for a seat in the National Championships.

"Winning Nationals in 1999, among other titles, shows he knows what it takes to get us to that position.

"He is always there to help — to show us moves, inspire us to do our best and just being there at the matches when we need the support."

And they were all there for him as well, standing in the crowd as the finals got underway, cheering and pushing for him to do his best. Mays had wrestled Paulson before in 1996, so he knew this was going to be tough. The match was almost like a dance, with each wrestler executing clean and fast attacks, only to be countered by the other's defensive techniques. To the wrestlers, it felt like hours. Finally, the (1-1) score had to be decided by the referees.

In the end, Paulson won by referee decision, and Mays walked away with second place, which guarantees him another shot at the Olympic team.

"I was second in the Armed Forces this year, and I took second here, so that puts me second on the ladder for the Olympic trials," said Mays. "The Olympics are definitely still in sight. There are always going to be set backs, and if you let them stop you, then you will never succeed in life, regardless of what it is—wrestling, on the job, family or whatever. You just have to keep fighting, and that is what I am going to do."

Mays will compete against Paulson again in the Olympic

tely still in sight.

backs, and if you let them stop you, life, regardless of what it is family or whatever.

You just have to keep fighting, and that is what I am going to do."





Photo by PH2 Aaron Ansarov



Top – "I'm very proud of my husband," said Melanie Mays, Steven's wife. "He's a wonderful husband, a great father and a super athlete." ***Bottom*** – ABE1 Steven Mays watches as Mujaahid Maynard competes for a seat in the Nationals.

trials, and says this time he is determined to come out the winner. "It is the fear of failure that drives me to maintain my level of determination," said Mays. "I will have a few matches at the trials now instead of only one, but I will win, and be at the Olympics."

Watson is a photojournalist assigned to All Hands.

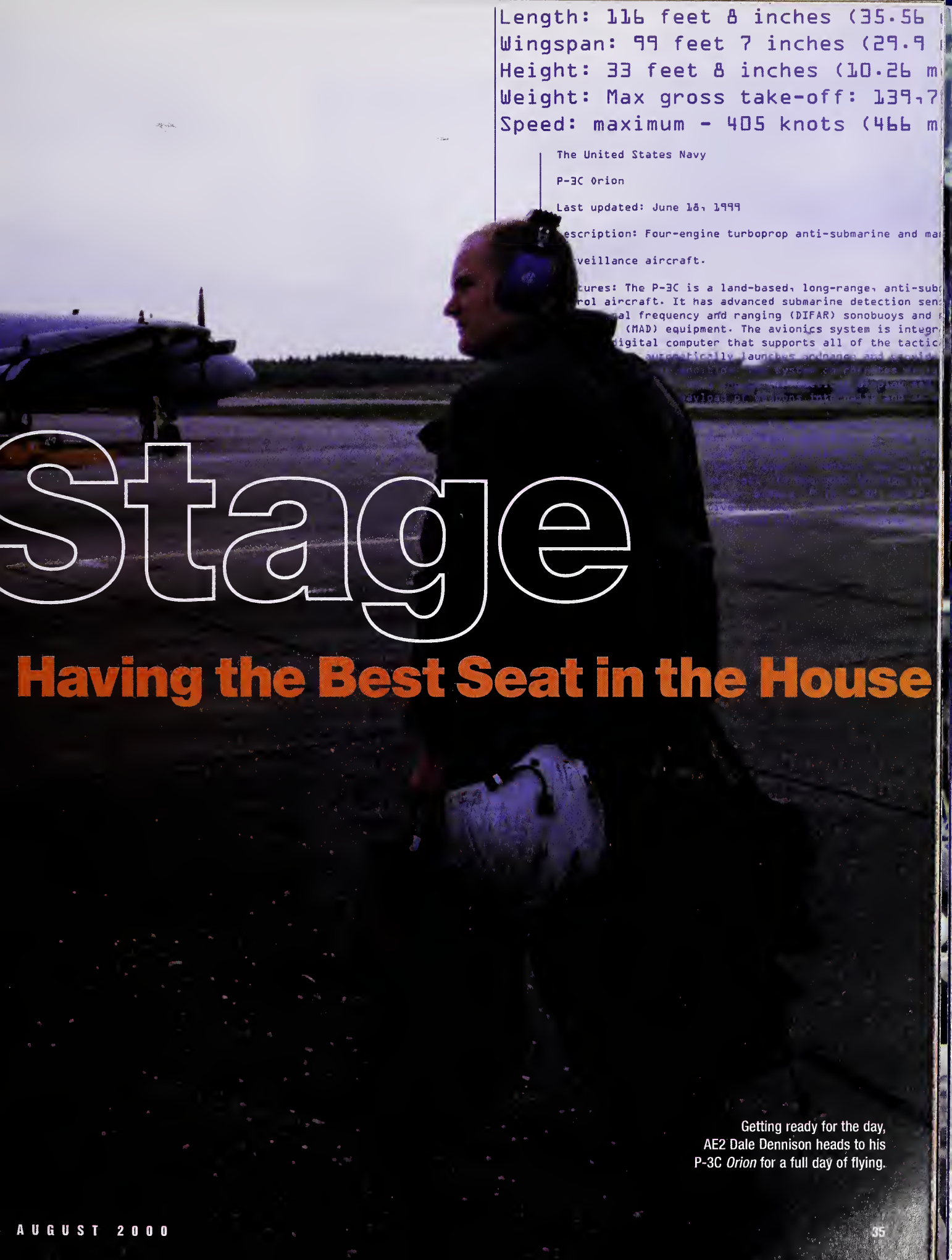
Story and photos by PH2 Aaron Ansarov

Center

Filling the center seat of a P-3C Orion isn't an easy job. Of course, you know the No. 1 seat is the pilot, the No. 2 seat is the co-pilot, but who sits in the middle? It's those unsung heroes, the flight engineers. Flight engineers are enlisted men and women who keep the giant bird in the air through their die-hard, attention-to-detail attitude that seems to come from simply a love of being in the air.

"I have the best job in the Navy," said Aviation Structural Mechanic 2nd Class (NAC) Bob Renfrew, a flight engineer stationed in Washington state. "I have a lot of responsibility, and people count on me to do my job right the first time, every time."

Some may think of these men and women as navigators or mechanics, but they are more than that. In today's world, these crackerjack engineers take care of many things. "We are considered a full-system expert. We are responsible for knowing everything in case someday you need to "work magic" to get home safely," said AME2 Travis Blofsky of Klamath Falls, Ore., who has been a flight engineer for two years. From making sure every screw is tightened while on the ground to keeping a watchful eye on hundreds of lights, gauges and switches while in the air, these select few truly earn their privilege to sit in the best seat in the house.



Stage

Having the Best Seat in the House

Getting ready for the day, AE2 Dale Dennison heads to his P-3C *Orion* for a full day of flying.



AE2 Dale Dennison checks the airways for all of the masks before flight. In the unlikely event the aircraft should lose cabin pressure, the masks are close by and ready to use.

The origins of the flight engineer date back to the 1930s, when large aircraft of the era began to make their long transoceanic flights. The engineer was responsible for maintaining power settings, pressurization and other subsystems, leaving the pilots free to concentrate on other aspects of flying the aircraft.

Today, the P-3 *Orion* is the Navy's long-range maritime patrol and anti-submarine warfare (ASW) aircraft, and serves in the navies and air forces of several other countries. Some P-3s have also been adapted to electronic intelligence (ELINT) collection and special reconnaissance roles. "Searching for enemy submarines is like searching for a needle in a very large haystack," said Blofsky. "Except, in this case, the needle has the potential for great harm to the ones we swore to protect."

Long-range maritime patrol is a term that's no big deal when mentioned around flight engineers, but when explained, it would make the average air-commuter cringe at the thought of enduring the scouting evolution even once. "The P-3's normal flight day on a detachment can last around 15 hours," said Chief Aviation Electrician's Mate Jeffrey Changler. "That's three hours for preflight, about 10 hours of mission time and another two hours of post-flight."

With these long hours, everybody has to be on their toes at all times. To be able to handle the ins and outs of the flight engineer's job means when these people aren't flying, they are training. When it comes to knowing the plane they fly in, these men and women are so skilled in their craft that they can handle any problem without a second guess. "We even sign the pilot's PQS (Personnel Qualification Standards)," said AMSC Steven Walker who has been a flight engineer for more than 10 years. "We train all the time, every flight. You could say I've been training for 10 years."



AME2(NAC) Bob Renfrew, with Wing 10, checks the fuel quantity on each side of the aircraft's wings. "I love my job," said Renfrew. "A lot of people count on me to do my job right the first time, every time."

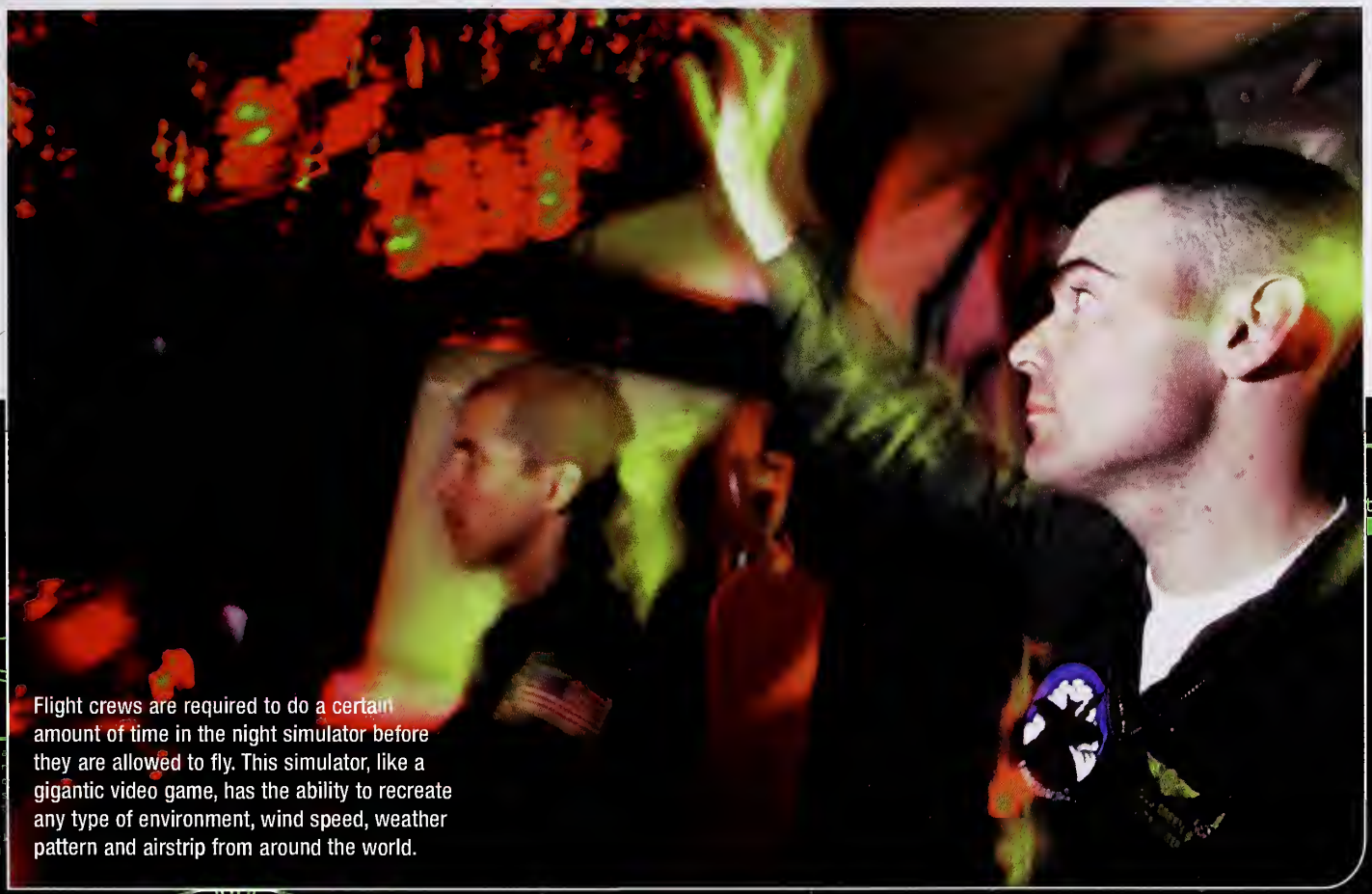
"To me, being a flight engineer means having the responsibility to make sure that everyone on that aircraft can count on me to bring him or her home safely everyday," said Blofsky about his job. In fact, a flight engineer's job is so critical and demanding, the Navy offers incentive programs such as Selective Services Reenlistment Bonus (SRBs) and Professional Flight Engineer pay.

However, the job is crucial to the sub-hunting mission of the P-3s and the hours are so long, it takes more than just wanting to make more money to succeed as a flight engineer. "The lives of everybody onboard are in my hands. It's my job to keep them alive and safe," said Aviation Electricians Mate 1st Class Angela Cook, a flight engineer for almost six years.

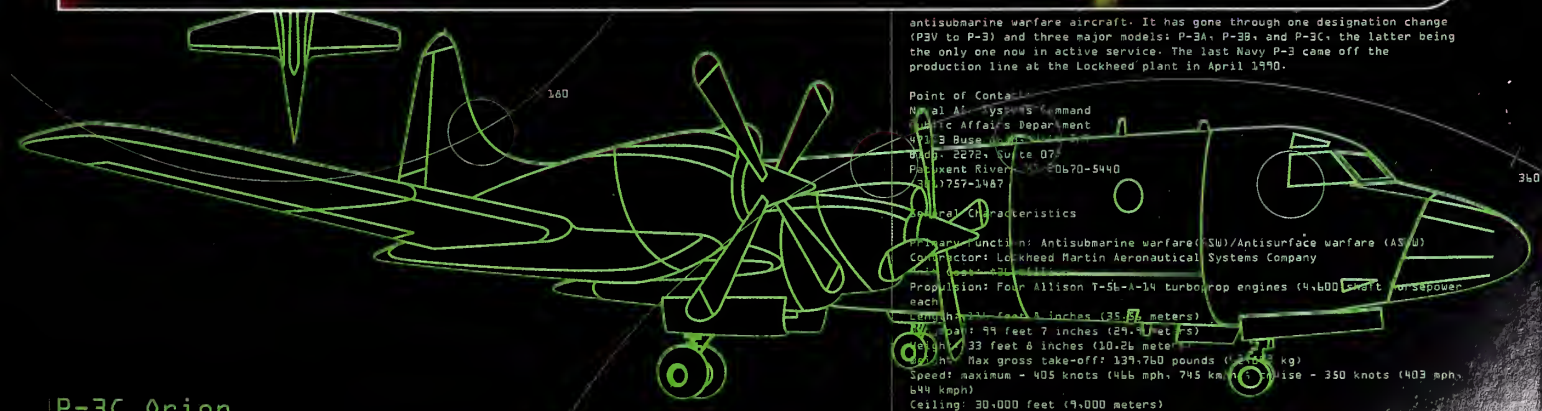
AE1 Chris Doherty is stationed in NAS Sigonella, Italy, and he is one flight engineer who loves his job so much that he started his own web site called "centerseat" (www.centerseat.net). "This site has been recognized as the best way to inform P-3 flight engineers worldwide on new and upcoming information. Even the detailer uses the web page for informa-



AE2 Dale Dennison gives the thumbs up to the pilot as he checks the wing flaps. Forgetting to check the tiniest thing could mean life or death in the air."



Flight crews are required to do a certain amount of time in the night simulator before they are allowed to fly. This simulator, like a gigantic video game, has the ability to recreate any type of environment, wind speed, weather pattern and airstrip from around the world.

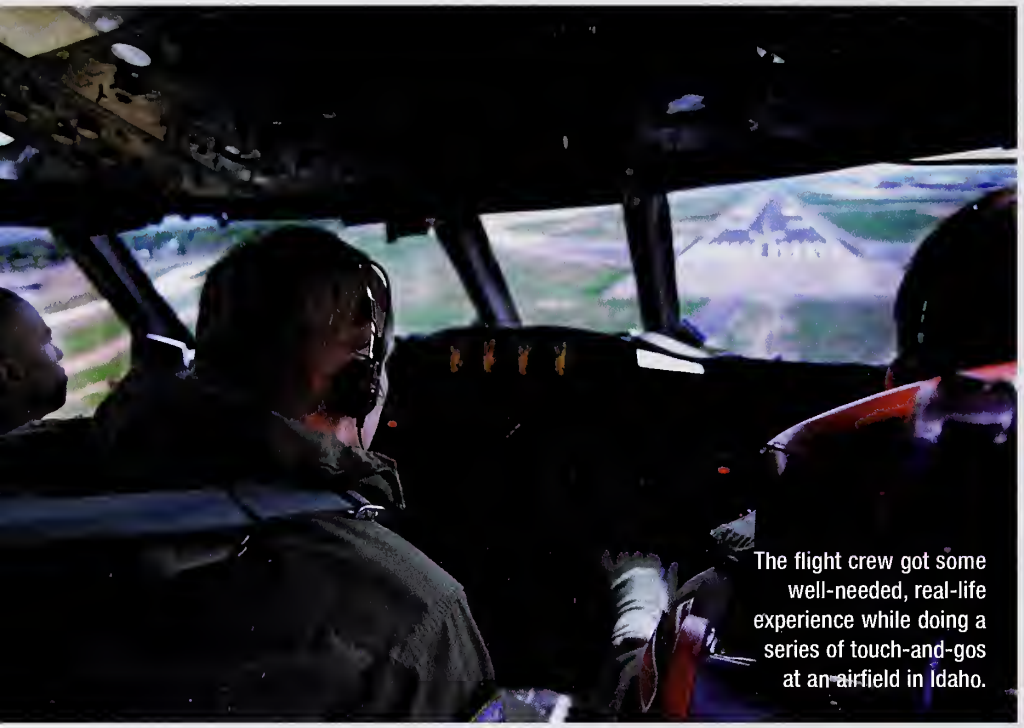


P-3C Orion
Description: Four-engine turboprop anti-submarine and maritime surveillance aircraft

antisubmarine warfare aircraft. It has gone through one designation change (P3V to P-3) and three major models: P-3A, P-3B, and P-3C, the latter being the only one now in active service. The last Navy P-3 came off the production line at the Lockheed plant in April 1990.

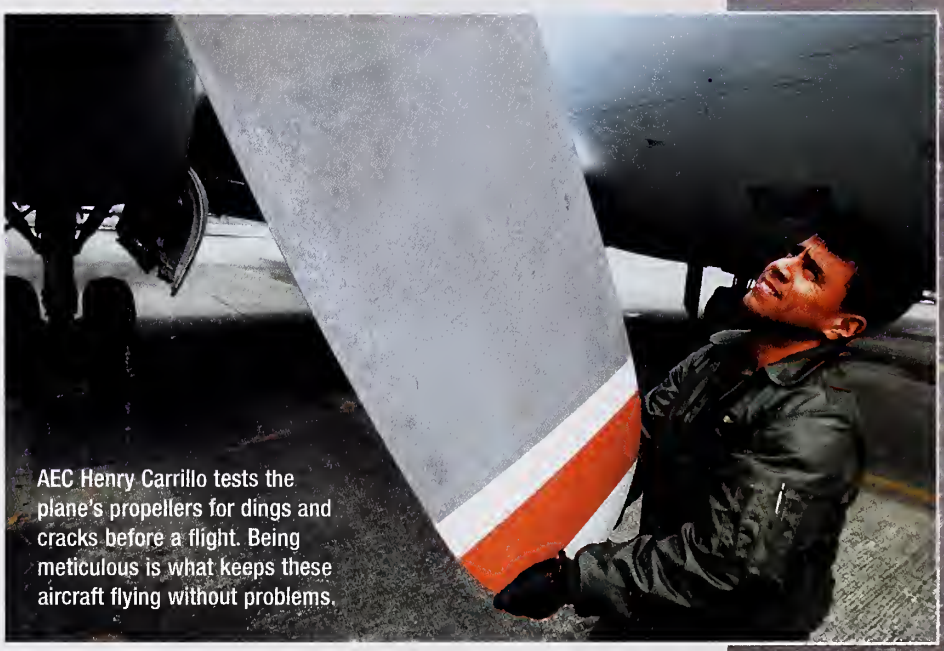
Point of Contact:
Naval Air Systems Command
AIR-1.7 Public Affairs Department
47123 Buse Road
Bldg. 2272, Suite 0?
Patuxent River, MD 20670-5440
(301) 757-1487

General Characteristics
Primary Function: Antisubmarine warfare (ASW)/Antisurface warfare (ASUW)
Contractor: Lockheed Martin Aeronautical Systems Company
Power Plant: 4 Allison T-56-A-14 turboprop engines (4,600 shaft horsepower each)
Length: 116 feet 9 inches (35.61 meters)
Wingspan: 99 feet 7 inches (29.91 meters)
Height: 33 feet 8 inches (10.26 meters)
Weight: Max gross take-off: 139,760 pounds (63,394 kg)
Speed: maximum - 405 knots (466 mph, 745 km/h); cruise - 350 knots (403 mph, 644 kmph)
Ceiling: 30,000 feet (9,000 meters)
Range: Typical mission: 10-12 hours duration; Maximum endurance: 14 hours
Crew: 12
Armament: Harpoon (AGM-84) cruise missiles, Maverick (AGM-65) air-to-ground missiles, MK-46 torpedoes, depth charges, sonobuoys and mines up to around 20,000 pounds (9 metric tons) internal and external loads
Date Deployed: First flight, November 1959; Operational, P-3A August, 196



The flight crew got some well-needed, real-life experience while doing a series of touch-and-gos at an airfield in Idaho.





AEC Henry Carrillo tests the plane's propellers for dings and cracks before a flight. Being meticulous is what keeps these aircraft flying without problems.

tion dissemination. Training aids, newsletters and air crew even everyone's e-mail addresses are posted on this site. It is estimated that more than 75 percent of the Navy's active-duty flight engineers are registered on the homepage.

The flight engineer community has a certain bond no matter where they are or what they are flying. Simply put, they like being in control of everything. AEC Jeffrey Chandler, an 11-year flight engineer agrees. "We are always ready to go above and beyond normal aviation."

Ansarov is a San Diego-based photojournalist for All Hands.

Center Stage



The P-3 is not known for its short flights. The aircraft makes regular flights in excess of 10 hours a day. That is why one of the most important gauges on this plane are the fuel meters.



FOD walk down is the daily routine at wing 10 in NAS Whidbey Island. Even the smallest screw can cost thousands of dollars in repairs if sucked into the intake of an engine.



the only one now in active service. The last Navy P-3 came off the production line at the Lockheed plant in April 1990.

Point of Contact:
Naval Air Systems Command
Public Affairs Department
[illegible]
Bldg. 2272, Suite 0[illegible]
Patuxent River, MD 20670-5440
(301)757-1467

General characteristics

Primary function: Antisubmarine warfare (ASW)/Antisurface warfare (ASUW)
Contractor: Lockheed Martin Aeronautical Systems Company
[illegible]
Propulsion: Four Allison T-56-A-14 turboprop engines (4,600 shaft horsepower each)
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Date Deployed: First flight, November 19[illegible]; Operational, P-3A August 19[illegible]

P-3C Orion
Description: Four-engine turboprop anti-submarine and maritime surveillance aircraft


1ST in a Series
Personal
Financial M

Story by Michael McHugh

MANY NEW SERVICE MEMBERS ARE SO BUSY GETTING ACCLIMATED TO military life, learning their duties and becoming effective members of their command, that they don't always take the time to get their personal life in order. Personal financial matters need to receive some attention early on so they don't become a problem for you or your command. The what, how, when, where and why of your financial plan is your personal business. It's also a subject to which you need to give considerable thought and attention.

Many of you have been used to mom and dad being responsible for your financial health. As a Sailor, that is about to change. We hope this article will stimulate some thoughts on your part and help you formulate a sound financial plan.

The following things are what most people consider important and essential elements of a financial plan.

- **Banking**
- **Savings**
- **Life Insurance**
- **Other Insurance**
- **Investment**
- **Credit**
- **Personal Affairs**

Each of these areas will be discussed briefly. This should at least give you an idea of what you can do to get started as you continue to explore options.

Matters

Banking

If you want to get paid, you must have a checking account. The Navy can only pay you by direct deposit to an authorized financial institution.

So, when choosing a checking account, what should you look for? Some of the important things to consider include low or no fees; stability; protection; easy access to your money (automatic tellers); and an institution that knows and is concerned for you as a service member. You will find there are several banks and credit unions across the country that cater specifically to the military.

You may also be interested in whether they support a good credit card system (we'll discuss more on this below). Some institutions can also automatically pay your monthly bills if you like, which can come in handy when you are deployed. Interest is usually pretty standard (and low), but you don't maintain a checking account to make money.

Savings

You should have a sum of money available with ready access to provide for short-term goals/expenses and emergencies. The amount of savings will vary per individual. Some experts recommend that no more than 5 percent of your pay should go into this pot. Others say you should have about three months pay available.

The same things discussed above in terms of what to look for in a checking account would apply to a savings account. Many people maintain a savings account with the same institution where they have their checking account. Savings bonds, short term certificates of deposit and even some money market mutual funds (those with check writing options) can be good choices. General interest rates on these are low, but you may be able to stay even with inflation.

Again, the intent here is not to make money, but to have a comfortable safety net. Although savings bonds are not the best money-makers, they are convenient through Bond (B) Allotment. You don't pay tax on the interest unless you cash them in, and they are patriotic. They can build up in numbers "fast" because they are "out of sight, out of mind." Remember, if you elect to have the Defense Finance Center hold them for you, they will not be readily available for emergency use.

Life Insurance

Life insurance is always an uncomfortable subject. We don't like to think about our own mortality. It's also kind of scary because there appears to be so many kinds of products, as well as agents who

Many experts recommend 10 percent of your — the

want to try to sell you a "good deal." When starting out, keep it simple. There really are only two kinds of life insurance — term and whole life.

Experts can make a good argument for buying all whole life or all term or some of both. It really is dependent upon your individual situation.

While you are on active duty you have term insurance — Serviceman's Group Life Insurance (SGLI). SGLI is a good program — many service members would have no insurance if not for SGLI. But if you are healthy, you can get the same amount of term coverage ($200,000) for much less money with a variety of companies or associations. And you can then take this coverage with you when you leave the service.

Shop around! Term insurance is generally well-suited for younger service members. Some things to look for:

1. Renewability - meaning if the term is about to run out and you still need insurance, you can extend the time period of coverage without proof of good health; and

2. Convertibility - allowing you to convert the policy to whole life insurance, again without proof of good health.

Most financial service professionals recommend including whole life insurance as part of your financial plan, but how much insurance is going to take some research and advice from a professional. Some important considerations include a guaranteed insurability option (usually only a small premium increase); stability, reputation and rating of the company; and how the cash value of your policy performs.

An important fact to remember: the younger you are, the lower the premium, so it might be in your interest to purchase a policy before you think you need it. Another consideration is life insurance for your spouse and your children. It's not for everyone, but it should be considered.

Picture this: You have a wife and two young children. Your wife unexpectedly dies — how do you continue your career and care for your children? This is an excellent case for term insurance. Bottom line on insurance — You can't afford to have none.

Other Insurance

This must be part of your financial plan because without the right amounts of the right kinds of insurance you could put yourself at financial risk. Most (if not all) of you will need a car, so you need car insurance.

You must carry at least the coverage that is required to register your car and drive on base. You can also save money on car insurance by having a "deductible" (an agreement to pay a certain amount of the damage to your car yourself). The higher the deductible, the lower your insurance premium will be.

Ask yourself — "Can I afford to replace my possessions?" If you have a substantial amount of personal belongings, consider personal property insurance. If you live in housing (renting or buying) you should consider some type of home owner/renter's insurance. Qualities to look for in an insurance company are much the same as described above for a financial institution: cost, service, company reputation, etc.

To simplify your life, you may want to go with one company that can provide all these various products. Especially a company that will get to know you and one that is thoroughly familiar with the military life style.

Investment

Advice on investing is best left to a professional financial advisor. There are two concepts to remember when investing — Compounding and Start Now! Many experts recommend putting aside a minimum of 10 percent of your pay for the future — the "pay-yourself-first philosophy."

That will probably be more than you feel comfortable with at first. But, even if you can only afford $50 a month, do it! More advice: do it every month and do it by allotment so you never see it. Even more advice: Increase it every time you get a pay raise, even if it is only by a small amount. This way you won't miss it once the pay raise kicks in.

Now what should you invest in? There are many choices — get professional advice. Barring that, mutual funds are generally a safe and reliable method of investment. Tax deferred investing is also something to consider — start an IRA. The American Association of Individual Investors at **www.aaii.com** might be a good starting point.

Credit

Stay away from credit if you can,

putting aside a minimum of pay for the future "pay-yourself-first philosophy."

except when buying a home and possibly buying a car. There are many good reasons for having a credit card: convenience, expanded purchasing power, ability to avoid carrying large amounts of cash or worrying about your check not being accepted.

If you do use your credit cards — pay your bill in full when it arrives! Using a Gold Card or a Travel Card may be also be good choices because they come with benefits such as increasing warranties on products, car rental insurance, etc. Consider getting your card through the financial institution you bank with. This minimizes the number of organizations that need to get to know you and allows you to maximize the advantages of the few companies that do. Which cards? How many? It's up to you, just follow the bold print above!!!! If you can't do that, then the answer is ZERO!!!

Personal Affairs

Wills – Wills are not just for married people and they are not just for people with sizeable estates! Some people have the attitude that once they are dead, what do they care? This is a bad attitude. In the unfortunate event that you die, your family and friends will have enough on their minds without the burden of sorting out your affairs without a will.

Plus, you have worked hard for whatever estate you leave, so why not ensure as much of it as possible goes to the people or organizations you want it go to? Get a will as soon as possible. Use your local Legal Service Office (LSO). This is a valuable benefit which is provided free of charge. Make sure you update your will when significant events occur (e.g., marriage, children, buying a home).

Living Wills – This is a sensitive subject and is a very personal decision. In the event of a traumatic accident or illness, you need to decide if you want to be kept artificially alive. There are different laws in all states, so have your LSO help you.

Letters Of Instruction – Do you have any special desires or requests such as where you want to be buried, what you want done with your remains or who will take your pets? Most of these miscellaneous issues can be covered in a Letter of Instruction attached to your will. Your LSO can give you advice on this as well.

Power Of Attorney – These are frequently an absolute necessity for service members especially during moves and deployments, and they are as necessary for single people as they are for those who are married. They can be General (giving essentially unlimited power to act for you) or Special (giving a very specific power to act, such as receiving household goods). These are not trivial documents and you should never give one to anyone unless you trust them very much. Again, your LSO will prepare them for you at no cost,

Record Keeping – Paperwork, paperwork, paperwork … will it never end? Unfortunately, if you have any kind of financial/personal plan that incorporates some of the issues discussed in this article, then you are going to start generating some paperwork. Some advice — get organized! Carry over your excellent skills from work to home. Buy some file folders and start a file for each of your accounts, insurance policies, etc. Get a small metal file cabinet or other suitable container, preferably fire-proof. Keep really important papers (wills, insurance policies, bonds, car titles, birth certificates, marriage licenses) in a safe place and ensure the location is known to your family (and updated on Page 2 of your service record.)

Financial planning is very much a personal thing and you will have many options to explore and decisions to make. This should have given you some things to think about as you go through the process. If you have any questions, get some answers at **www.navymutual.org**

McHuge is a retired Navy captain with Navy Mutual Aid.

Retirement Jitters



www.gemusa.com/veteran/chatrooms.htm



www.gulfweb.org/chat.cfm

You there, twisting uncomfortably in your government-issued chair, worrying about impending car payments, future college tuition for two teenagers and an unclear future: you just may be suffering from a condition affecting thousands each year: R.J., AKA retirement jitters. It can strike anyone nearing that magic 20-year mark. Diagnosed early, the condition can be treated with preparation. In the worst case scenario, the jitters set in only after an ill-prepared Sailor retires, then finds himself rummaging through the family coin jar for grocery money.

Fortunately, the camaraderie and friendships people enjoy during their active service can also be their saving grace at retirement – and the Internet makes it easier.

There are three distinct areas in which the Internet can provide calming therapy: moral support, job networking and formal job placement assistance.

Moral Support: If you run an Internet search for +military; +retired, you will find more than 20,000 home pages. Many of these pages are alumni and group homepages for a specific area of military service. Examples are: **members.aol.com/armmpage** for retired military musicians and **www.suite101.com/search.cfm?p=Veterans&x=36&y=15** for retired military women concerned about health care. If you fall into a niche group, finding others in that niche can be encouraging. Knowing your options and having contacts who endured the separation transition can be a great comfort. If you subscribe at: **www.egroups.com/group/retiree-mil/info.html**, you can include yourself in a more general electronic mailing group for retirees and reach members who have experienced the same transition issues you will soon find.

At **www.veterans-center.com/**, you will see a link that actually has an "ask a vet" service. If you file a question, they promise a personal, researched answer. These services help with moral support, which could make you feel better, but unless you have a job, you might still be down on your luck. One of these links may introduce you to a friend who gets you a job. Further networking, however, may be prudent before moving to formal search methods.

Networking: The transition to military life would probably be easiest if someone just handed you a job like a new set of orders. That isn't usually the case, but it happens. Many Sailors find that when other veterans know they're looking for work, they'll give good tips and sometimes, hire them. Camaraderie has one more chance to prevail. Give it a chance and talk around – or chat. You can find online veterans chat at: **www.gemusa.com/veteran/chatrooms.htm**.

The site gives you a choice of using Yahoo! or Talk City chat engines, offering options to chat in rooms for: American Legion, American Vets, Persian Gulf veterans, Navy, VFW, etc. Another link

The appearance of commercial websites in All Hands *does not imply endorsement by the Departments of the Navy or Defense.*

to more than 30 military and veteran chat groups is located at: **members.aol.com/veterans/warlib6c.htm** Gulf War veterans chat at: **www.gulfweb.org/chat.cfm.** There are hundreds and hundreds of military and veteran chat rooms. The most important thing to remember: don't hesitate to let everyone know you are looking for work and what your qualifications are. Each retiree went through a similar process. Many probably took longer to find a job than you will if you diligently follow the right steps.

Formal Job Search: Most retired or separated Sailors will someday find themselves at this juncture: the job search. A web page at: **www.labor.state.ny.us/html/march/index.htm** is one example of many sites dedicated to step by step checklists for submitting resumes and interviewing. Their site is divided into sections similar to many web resources: Section One: Dealing with the Emotional Impact of Job Loss/Separation from the Service. Section Two: Self-Assessment and Creating a Winning Resume. Section Three: Interviewing Tips for Veterans. Section Four: Veterans' Re-Employment Rights and Employment and Training Programs. Section Five: Opportunities for Employment in Government. Section Six: Veterans' Benefits Timetable.

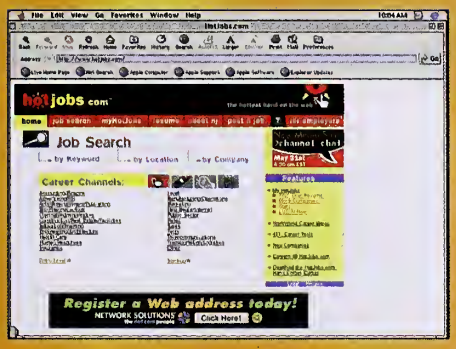
If your resume is complete, the Internet is chock full of job search tools. **www.headhunter.net, www.monster.com** and **www.hotjobs.com** are industry leaders, but, by no means, your only selection.

If you'd like to do project work in information technology or graphics, **www.guru.com** posts listings. Many other specialty sites are easily located by running a search for the area of your job interest. Some sites specialize in preparing resumes for military members transitioning into civilian life such as: **www.resumestorein.com/military.htm** and **www.polishedresumes.com/military.html.**

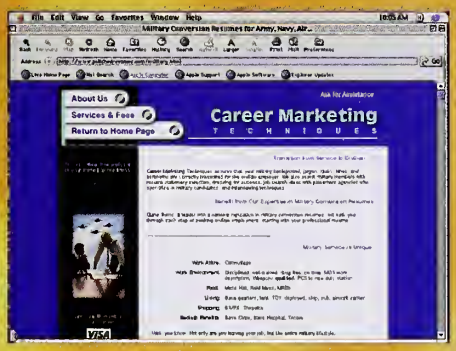
These pay services specialize in converting military jargon into marketable civilian terminology if you didn't take advantage of free resume assistance from the Navy's transition assistance program (TAP). More free resume tips and dates for hiring conferences are available at sites like: **www.lucasgroupcareers.com/candidates/military.html.** They will also offer a comprehensive free transition service for enlisted military technicians; fees are paid by the employers.

Your employment answers may not be in this article, but they are likely on the Internet. CyberSailor hopes you find all your answers in time for a jitter-free transition without thoughts of car repossession or cramped living at your in-laws'. Remember that many have transitioned before you – successfully.

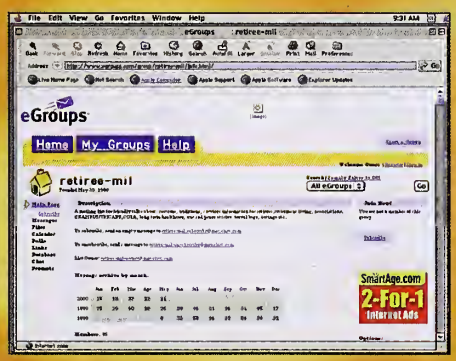
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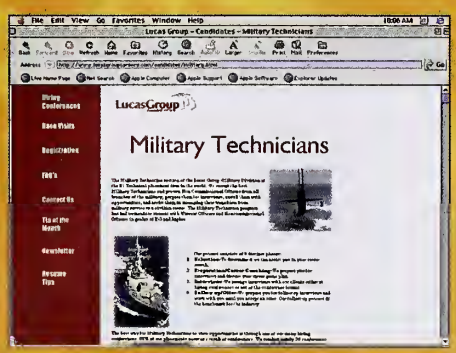
www.hotjobs.com



www.polishedresumes.com/military.html



www.egroups.com/group/retiree-mil/info.html



www.lucasgroupcareers.com/candidates/military.html

p dot-com

Eye on the Fleet

EYE ON THE FLEET is a monthly photo feature sponsored by the Chief of Information Navy Visual News Service. We are looking for HIGH IMPACT, quality photography from SAILORS in the fleet to showcase the American Sailor in ACTION.



PR1 Mitch MacKenzie of Philadelphia, attached to Explosive Ordnance Disposal Mobile Unit (EODMU) 5, free falls from an Air Force C-130 *Hercules* during parachute certification training. EODMU-5 is operating in Yigo, Guam, in support of the multi-national joint forces training exercise *Tri-Crab 2000*.

Photo by PH3 Marjorie McNamee

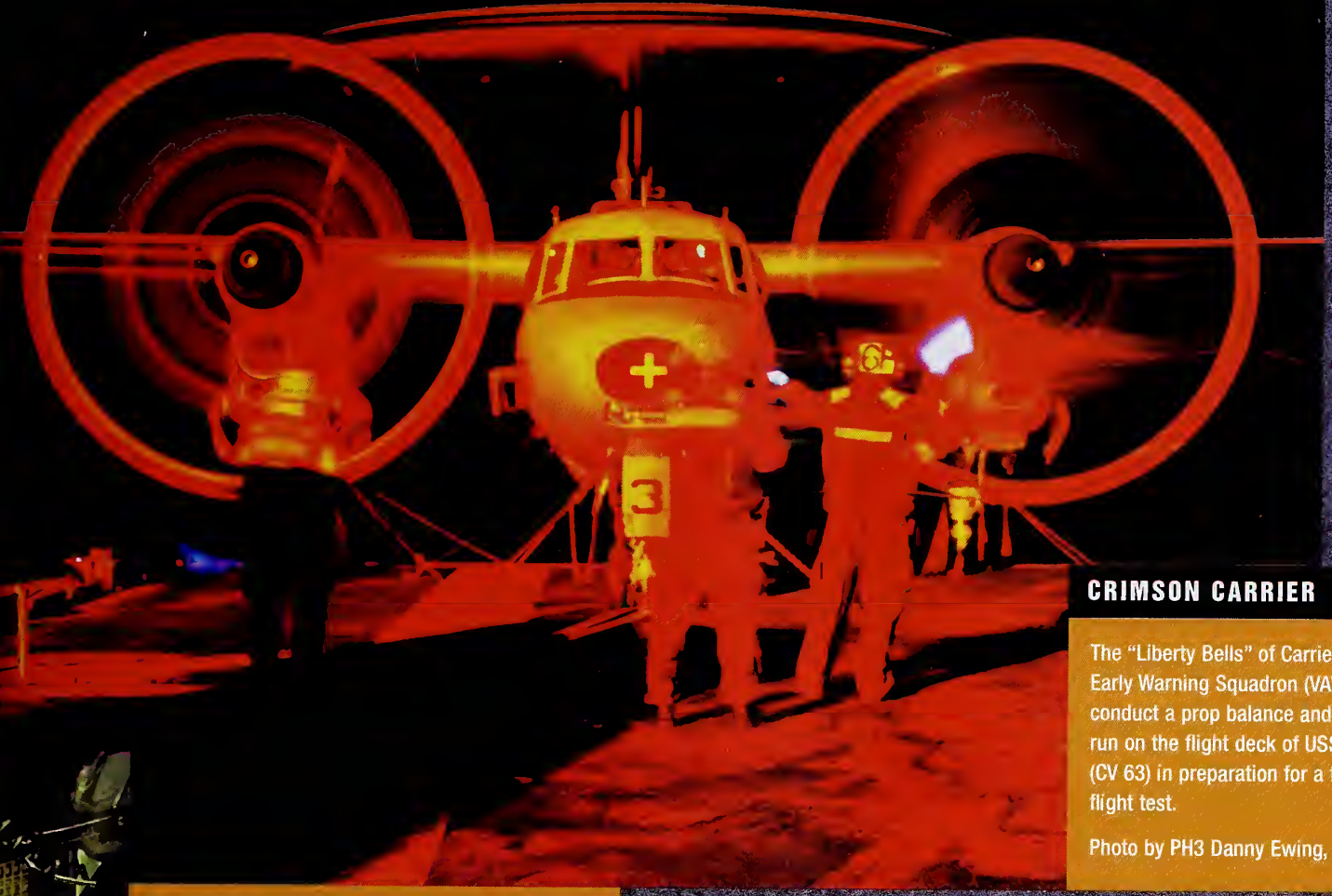
GERONIMO!



POINT OF CONTACT

OSSN Ryan Carden plots a radar contact on a Dead Reckoning Tracer in USS *Belleau Wood*'s (LHA 3) Combat Information Center during its recent semiannual Blue-Green/Special Operations Capable exercises with USS *Juneau* (LPD 10), USS *Fort McHenry* (LSD 43), as well as the embarked 31st Marine Expeditionary Unit (MEU) out of Okinawa, Japan.

Photo by PHAN James Davis



CRIMSON CARRIER

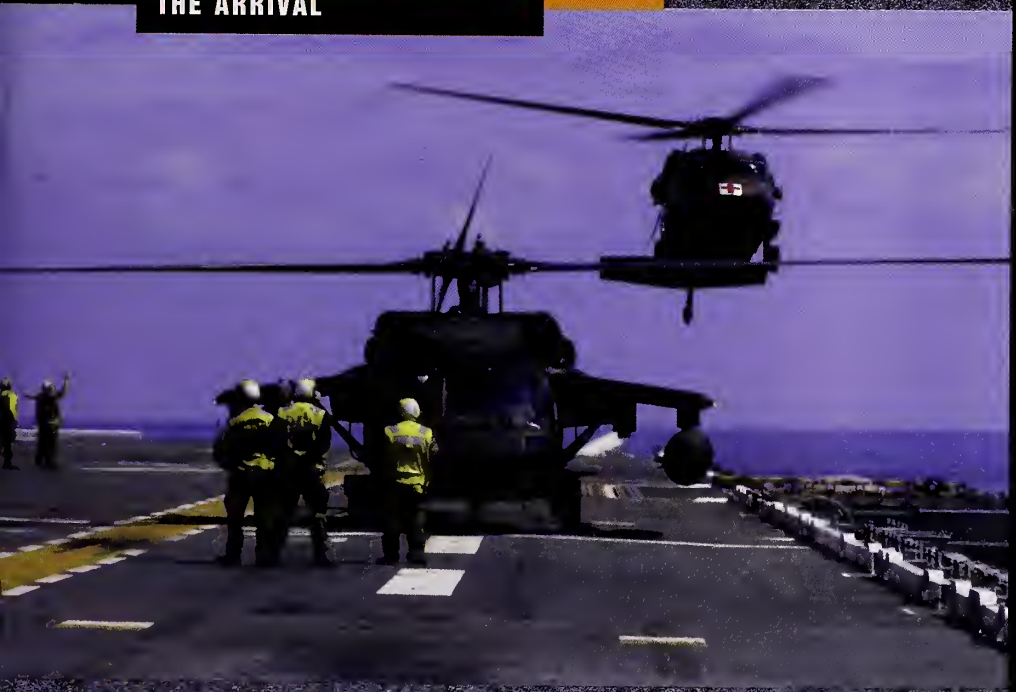
The "Liberty Bells" of Carrier Airborne Early Warning Squadron (VAW) 115 conduct a prop balance and high-power run on the flight deck of USS *Kitty Hawk* (CV 63) in preparation for a functional flight test.

Photo by PH3 Danny Ewing, Jr.

Army UH-60A *Blackhawk* helicopters land on the flight deck of USS *Essex* (LHD 2) off the Southern California coast. The Joint Shipboard Helicopter Integration Process (JSHIP) is providing key interoperability information to ensure the success of future joint-service operations.

Photo by JO2(SW/AW) Ty Swartz

THE ARRIVAL



TO BE CONSIDERED

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For the 1000th Time

By CDR Hal Pittman, Chief of Publishing, Naval Media Center, Washington, D.C.

Welcome to the 1,000th edition of *All Hands.*

Seventy-eight years ago this month, the Bureau of Navigation published its *News Bulletin No. 1* — with the promise of periodically providing general interest information to ships and shore installations. The early editions were no-frills memorandums, but the publication began to grow, and by the end of World War II, the news bulletin became a magazine. In 1945, it began to carry an information box on the front cover that read: "This magazine is for All Hands. Pass this copy along." Shortly after that, the name All Hands became standard.

We've come a long way since 1922 — from black ink to this month's holographic cover photo illustration and the futuristic depiction of Sailors using Operational Risk Management in sci-fi type settings. All along, our goal has been to feature you — the Sailor. For 1,000 issues, we've worked to bring you the information, the stories and the photos to tell your story.

One thousand issues of *any magazine* would contain a substantial amount of information. *All Hands* has chronicled the changes and advances in our Navy for decades. We've told you about new technology, new uniforms, new programs to help everyone better themselves.

We've provided a snapshot of life at sea or in exotic overseas locations. We've shown you humanitarian operations in earthquake-shattered countries, taken you under the waves and introduced you to innovators who are making history. We've gone behind the scenes to cover the people and events that are the face of your Navy. Along the way, we've tried to focus on the fleet and fleet operations, sprinkled with a mix of stories of ordinary Sailors doing extraordinary things.



Most of all, we've worked to provide context and put the stories into a framework for better understanding.

Information is power only when you can access it — and our goal has been to provide the information and empower Sailors to use it.

Today, we distribute the magazine at a rate of one per five Sailors. Nearly everyone realizes when he or she can't find a print copy of *All Hands,* they can go right to the Internet and access the latest copy on the Web. Our January "Owners and Operators Manual" and our October "Any Day in the Navy" photo edition remain the most popular issues, but between those two special editions, we try to put as much information into these pages as we can. And while we are at 1,000 issues and counting, *our best efforts lie ahead* — looking to the future with the challenge of sharing the incredible Navy story. Our Navy is evolving everyday, and *All Hands*' job is to bring you the innovations, the humanity and the "Honor, Courage and Commitment" of our most important asset — the American Sailor. We are all about vision — and we push the envelope to give Sailors a window into their world.

The 1,000th edition will come and go with no more fanfare than this single page. This is no time to rest on past achievements — the world's finest Navy is underway, preserving peace in all corners of the globe, and there are thousands of stories to tell. The mission to tell that story is sometimes daunting … but it's a challenge we revel in every day.

10X teaser

Working with this piece of equipment will help you soar. What is it?

Photo by PH2 Aaron Ansarov

Last Month's answer:





One of the thousands of switches found onboard the space shuttle that astronaut candidates must learn about. This switch is for the OMS (Orbital Maneuvering System) Helium Pressure/Vapor Isolation Valves. The switch commands the position of two valves: the helium pressure valve and the vapor isolation valve. The vapor isolation valves, located in the helium pressurization line to the oxidizer tank, prevents oxudizer vapor from migrating upstream and over the fuel system, causing a hypergolic reaction (combustion without an external aid, such as a spark).

Photos by PH2(AW) Jim Watson

Go to our website at www.mediacen.navy.mil or wait for next month's inside back cover to learn the answer...



THE NAVY COLLEGE PROGRAM

For more information on the Navy College Program
check out www.navycollege.navy.mil

WWW.MEDIACEN.NAVY.MIL

All HANDS

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MAGAZINE OF THE U.S. NAVY SEPTEMBER 2000



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SAILORS IN THE BRIGHT LIGHTS, BIG CITY

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All Hands

September

Features

14 The Navy Takes Manhattan

In New York City, *The International Naval Review:* A Celebration of Seapower for the Millennium was just the beginning. The 25,000 Sailors from 40 ships representing 24 different countries got a big bite out of the "Big Apple's" Fourth of July celebration.

20 Navy Life in the ER

Welcome to Houston's Ben Taub General Hospital. Here you'll find the home of the military's Joint Trauma Training Center, where military students from fleet surgical teams around the world can see and do more in one month than many of their shipmates will see in 20 years of service.

36 Something to Do on the Weekend

If you're a major participant in the Couch Potato Olympics, or just sleeping your weekend away, then take a quick read, change your clothes and see the staff of your local MWR. There are many things to do in your free time, and MWR can help!

40 Planning Your Future: The Time is Now

Part 2 of our Financial Planning series discusses the goal-setting and decision-making necessary to begin planning for the future. Even if you got a late start, you can still catch up.



Photo by PH2 Aaron Ansarov

All Hands

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Chief of Information
RADM Steve Pietropaoli

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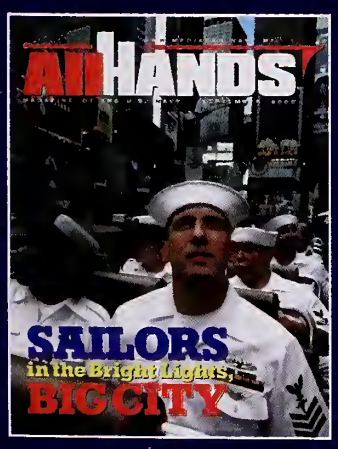
28
In the Eye of the Storm
An untrained observer might think the mission of a Patrol Craft (PC) is small because the ship is small. But the Sailors of USS *Firebolt* will tell you their compact firepower, exciting missions and superlative training allow them to live up to the motto, "Charge Hard and Strike Fast."



Photo by PH2(AW) Jim Watson

Departments

6 Around the Fleet
44 CyberSailor
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48 10X Teaser



On the Front Cover

Sailors from USS *John F. Kennedy* take in the sights, sounds and smells of the "Big Apple" aboard a double-decker tour bus. More than 25,000 Sailors from 40 different ships were in New York City during the Fourth of July celebration in conjuction with the International Naval Review.

Photo by JO1 Preston Keres

Next Month

Sailors from around the fleet took time during the last week of May to help *All Hands* see what happens on "Any Day in the Navy." Our October issue is dedicated to the Navy and all the Sailors who helped us see what's going on out there.



Check us out Online at:

www.mediacen.navy.mil

Standing Tall



The sail training ship *Simon Bolivar,* Armada de Venezuela, passes USS *John F. Kennedy* (CV 67) in New York City on Independence Day. *Simon Bolivar* was participating in OpSail 2000.
Photo by PH1 Johnny Bivera



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100,000... 100,001...



Students at the Naval Nuclear Power School Command, Charleston, S.C., stand by during the graduation ceremony marking the 100,000th Sailor to complete the 18-month school. These bright, young Sailors will go on to become machinist's mates, electrician's mates or electronic technicians.

Photo by JOC Thomas A. Kreidel



Around the Fleet

Editor,

As my son-in law was preparing to leave the Navy, he was sitting in one the offices waiting for an exit interview and began to read the April 2000 issue of *All Hands*. As he started to read the caption associated with the article on the saving of the crew of *Squalus*, he recognized our family name. He showed me the picture of A.L. Rosenkoetter demonstrating the Momsen Lung. That indeed is my father in that picture on Page 16.

Dad spent 30 years in the Navy (17 in submarines and during World War II) and told me that as a young Sailor, he was one the first to test the Momsen Lung in the tank at New London, Conn.

Richard A. Rosenkoetter

Editor,

I just read your June 2000 *All Hands*. It is the best I've seen. Your product has improved over the years and I believe it is on par with successful commercial publications. The *All Hands* staff provides a tremendous service to the fleet.

Keep up the great work.

CAPT D. L. Logsdon
Commanding Officer
USS *Harry S. Truman* (CVN 75)

Editor,

I started my career as an E-1, then got commissioned through Aviation Officer Candidate School. I have spent a wonderful 23 years in the Navy and will soon head to Fleet Air Reconnaissance Squadron 2 in Rota, Spain, as XO then CO.

Let me tell you what a pleasure it is to pick up a copy of



AMS3 Lisa Robb of Manhattan, Kan., takes a break to read her latest issue of *All Hands*. Robb is assigned to Helicopter Squadron 5. *Eisenhower's* Battle Group and Carrier Airwing 7 were on a six-month deployment to the Persian Gulf.

BY THE Numbers

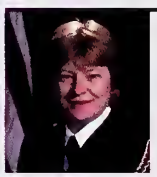
25,000
The approximate number of Sailors who arrived in New York City for Independence Day celebrations during the International Naval Review. (See story, Page 14).

2,000
The average number of trauma cases seen by the 150 physicians, corpsmen and nurses during their course at the Joint Trauma Training Center, Houston. (See story, Page 20).

2,014
The approximate number of Americans still unaccounted for in Southeast Asia.

170
The length (in feet) of the smallest ship in the Navy, a patrol craft. (See story, Page 28)

SHIPMATES



Religious Program Specialist 1st Class Carrie M. Boniek, a native of Paynesville, Minn., was selected as the 1999 Junior Sailor of the Quarter (4th quarter) for Naval Technical Training Center, Meridian, Miss. While completing the Naval Military Training Staff Course and the Navy Military Training Instructor Qualification, she continued to develop highly-trained Sailors. Boniek was also selected as Meridian Military Citizen of the Year.



Aviation Structural Mechanic 1st Class (AW) Geronimo M. Mendoza was selected as HSL-43's Sea Sailor of the Year for 1999. He is recognized as a maintenance expert and is designated to release aircraft safe for flight. The North Highland, Calif., native also serves as Quality Assurance Division Night Shift Leading Petty Officer and Quality Assurance Representative.



Intelligence Specialist 3rd Class Raechelle M. Patterson of the U.S. European Command was selected as the 1999 Junior Sailor of the Quarter (4th quarter) for her distinguished service as Information Management Technician, Joint Analysis Center. Patterson served as the coordinator for system upgrade and integration of the Automated Message Handling System (AMHS) for 50 users on 40 workstations.



Engineman 2nd Class (SW) Juan A. Staggers was selected as the 2000 Sailor of the Quarter (1st quarter) onboard USS *Shamal* (PC 3). The Eutawville, S.C., native was recognized for his daily demonstration of extraordinary technical ability, and motivation .

All Hands each month. In my 23 years, I have seen the magazine grow to what it is today. *All Hands* is a class act amongst all the other professional journals, and not just military. The ideas, writing and layouts are equal to any civilian publication, and I learn something about the rest of the Navy every issue.

Thank you for your tremendous effort, and know that I look forward to the next issue of *All Hands*.

CDR Keith May
Chief Staff Officer, Commander
Patrol & Reconnaissance
Wing 11
NAS Jacksonville, Fla.

Editor,

Concerning your most recent issue of *All Hands* (June 2000). On Page 28 there is a picture of ENS George Gay and a nurse standing next to him. Well, you mentioned all about Mr. Gay, but not the nurse. Her name was LT Ann Davidson, my aunt. In fact she was one of the nurses who attended Mr. Gay during his recuperation.

She served the Navy proudly for many years and is now at rest in Arlington National Cemetery. Also, she was stationed in Hawaii during the attack on Pearl Harbor. The picture in *All Hands* was also the cover of a magazine in the 1940s, though I cannot remember the name.

ENS Eric L. Davidson
Chief Engineer
USS *Firebolt* (PC 10)

Master Chief Petty Officer of the Navy
MMCM (SS/SW/AW) Jim Herdt



Speaking with Sailors

The MCPON answered this question from an all hands call during his recent visit to Pensacola, Fla.

Q: Why did we eliminate the requirement to do our rate training manuals for advancement?

A: We did NOT eliminate the requirement to do your rate training manuals for advancement. We eliminated the requirement to document the completion of your rate training manuals.

Any Sailor working for me would not get recommended for promotion until they successfully completed their rate training manuals. That's not being hard, it's just a chief doing the job of making sure Sailors are as prepared for promotion as possible.

> **"Knowing the way to success is not enough. We have to show the way to success to our junior Sailors."**

Navy leaders took a look at how we were doing business and realized that there is no need for PSDs to document the completion of the courses when it's a deck-plate leadership issue. Any Sailor wanting to be competitive for advancement should not only complete the rate training manuals, but study from them before every advancement test. Being truly prepared to take the test is the biggest factor in advancing to petty officer 1st class.

Speaking of advancements, I'd like to take this opportunity to congratulate the newest class of chief petty officers. The "Rights of Passage" always serves as a period of renewal for the entire chief's mess, and this year is no exception. The next century promises to hold just as many challenges and opportunities as the last one provided to the mess. Seeing the amazing quality of Sailors we're welcoming into the mess, I'm more than confident we will rise to overcome whatever challenges are over the horizon.

In our ever-changing Navy, it's more important than ever for chiefs to be able to provide the stability and leadership that has become a staple over the generations. Knowing the way to success is not enough. We have to show the way to success to our junior Sailors. This is, and always has been, one of the most important roles we fulfill as chief, senior chief and master chief petty officers.

Speaking with Sailors **is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.**

Sailor Earns Spot on U.S. Olympic Wrestling Team

"Wrestling is a marathon," said Aviation Boatswain's Mate 1st Class Steve Mays of Kalamazoo, Mich., in 1998 following the Armed Forces Wrestling Tournament at the Olympic Training Center in Colorado Springs, Colo. "It's not how you start the race, it's how you finish. And hopefully, in 2000, I'll be the man. It's my dream. That's Steve Mays back there (looking at the Olympic rings), U.S.A. Olympic Team."



Two years later, after placing fourth at the 1998 Armed Forces tournament, this Sailor's dream came true. In late June, Mays earned a spot on the U.S. Olympic team in Greco-Roman wrestling at 54 kg (119 lb. weight class) by defeating a past Olympian and U.S. Nationals champion at the U.S. Olympic Wrestling Trials in Dallas. Mays scored a two-match sweep over 1996 Olympic silver medallist Brandon Paulson, and avenged a loss to Paulson at the 2000 U.S. Nationals finals in Las Vegas (see *All Hands*, August 2000).

To earn a berth on the Olympic team, the Challenge Tournament Champion faced the U.S. Nationals Champion and the first wrestler to win two matches over the other made the team. Mays' confidence from the day before carried into his first match with Paulson and the Navy veteran won 3-0.

"One step closer, one step closer to the dream," said Mays following the first match. "All I can do is rest and get ready for the next match. He's the champ and I will have to take the next match."

Mays beat the champ and won the second match 5-0, earning a trip to Sydney, Australia, and realizing a dream he has had a very long time.

According to Mays' coach, retired Navy Master-at-Arms 1st Class Rob Hermann, the Navy helped Mays become the best. "If it wasn't for Navy sports, the Navy in general and his command USS *John F. Kennedy* (CV 67), it wouldn't be possible," added Hermann.

"They gave him the opportunity to do it full time, and his dream has finally come true."

Story by JOC Bill Johnson-Miles who is assigned to Naval Media Center FSD San Diego.

Absentee Voting Deadlines Sooner Than You Think

Nov. 7, Election Day, is less than three months away. That may seem like a long time, but voting officials recommend absentee voters request ballots 45 days in advance, and even further in advance if they haven't yet registered to vote in their home district.

Hmmm ... that window of opportunity is starting to narrow.

Officials with the Federal Voting Assistance Program (FVAP) have put a tremendous amount of information about absentee voting on the Internet at **www.fvap.ncr.gov**. Some specific links military voters may find helpful are below.

www.fvap.ncr.gov/publications/howtoinfo.html — This page consists of an electronic version of the useful pamphlet "How To Do It — Vote Absentee." The pamphlet answers such questions as: Can I vote absentee? How do I apply for an absentee ballot? When is the best time to apply? The pamphlet is also available through unit and installation voting assistance offices.

For the online version of the Federal Post Card Application, go to **www.fvap.ncr.gov/other-tools/onlinefpca.htm.** This recent addition to the site was added to make voting easier for those without immediate access to a voting assistance office. The only down side to using this version is individuals must pay their own postage. The printed, card-stock version can be sent postage-free.

For toll-free voting assistance numbers in foreign countries, go to **www.fvap.ncr.gov/toll-free2000.htm.** This page includes toll-free phone numbers to the Federal Voting Assistance Program from nearly 60 different countries. DOD voters can also transfer to the DOD Voting Information Center, which, in turn, can transfer individuals to the office of their elected officials in the U.S. Congress, and their state governors and chief election officials.

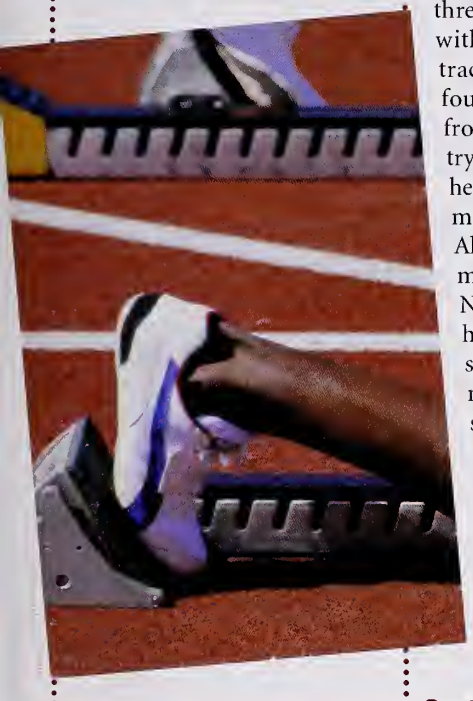
Story by Army Staff Sgt. Kathleen T. Rhem, American Forces Press Service.

Navy Coach Leads Team to State Championship

After just one year of coaching, Chief Yeoman (AW) Dennis Alexander led a four-man squad of sprinters to victory in the 400 and 800 yard relays at the 2000 Tennessee Boys Track Championships in Chattanooga, Tenn.

Alexander, an assistant at

Navy Personnel Command's Manning Control Authority Branch (PERS-453) in Millington, Tenn., has an extensive background as both a runner and a coach with the All-Navy Track Team, and assumed the title of track coach at Millington High School in the spring of 1999. He worked quickly, first organizing a structured track program, then unifying his team around one goal — winning.



"We had a lot of good runners who needed some direction and a push. We started five months early, doing speed work in the winter in an old hangar on base," Alexander said. "Soon, we had 22 kids in the program, and we wanted to take part in some regional meets," he added.

But a top-notch track program can be expensive, so Alexander turned to his shipmates for help. "The Mid-South Chief Petty Officers Association and First Class Petty Officers Association paid for uniforms for the entire team, and helped us with expenses for the (regional) meets," he said.

Four seniors, Marlon Barrentine, Darren Garcia, Jody Sneed and Marcus Barnes, built an impressive record, qualifying them for the state championships. Once in Chattanooga, the team ran the 400 relay in 41:54, and the 800 in 1:27.14. Perhaps most satisfying for Alexander is that three of the four have signed with regional colleges on track scholarships. The fourth is still weighing offers from several colleges. "You try to build these kids up and help them rebound from mistakes they've made," Alexander said. "You're a role model, and it wasn't just me. None of this would have happened without the support of other Sailors and my chain of command," he said.

Story by JOC(SW/AW) Mike Morley, Navy Personnel Command Public Affairs, Millington, Tenn.

Certified Weight Tickets Now Mandatory in Personally Procured Moves

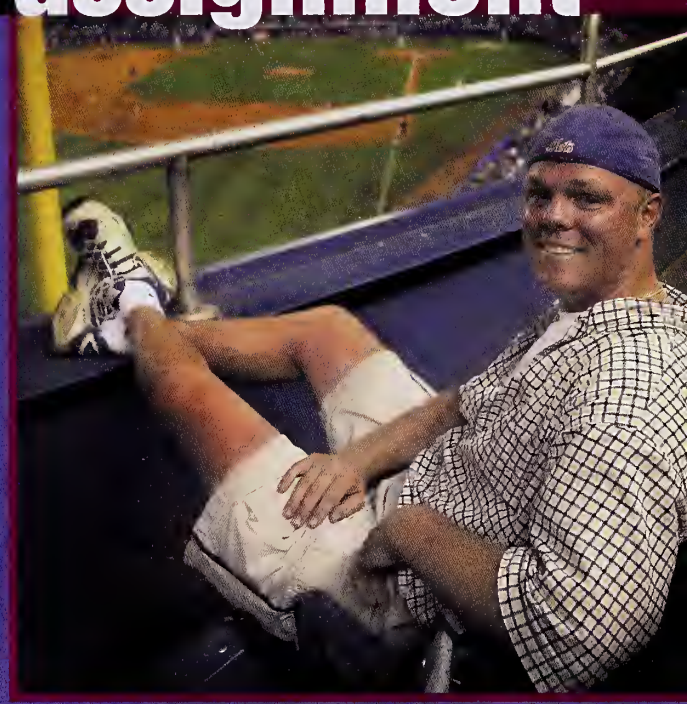
Last year, the Do It Yourself or "DITY" Move program name was changed. Now, any household goods (HHG) transportation or storage not procured by the government is called a "Personally Procured Move."

Along with the name change came a requirement that prior to any claim for reimbursement, a service member making a personally procured move must get certified weight tickets for the vehicle both empty and loaded with the HHG shipment.

Certified weight tickets are available only from a "public weighmaster," or from a federal government scale at a U.S. military installation. Personal Property Shipping Offices will provide service members with a list of qualified scales in the local area for their convenience in obtaining these required weight tickets.

It is important to note that state-operated weigh scales found along interstate highways

On assignment



The International Naval Review 2000 was the Navy's congressionally mandated observance of the millennial year and recognition of the nation's 224th birthday. (See page 14)

"It was amazing to me how different New York City felt when the Navy was in town," said JO1 Preston Keres. "I've been there many times before, but the vibe is more intense when you're there covering a Navy event."

"Having such a large venue to cover on my first official assignment for the magazine was a challenge," Keres added. "I wanted to make sure I showed the fleet — what it was all about, them on the town — enjoying themselves."

Keres is the newest member of the *All Hands* team arriving from Syracuse, N.Y., where he spent a year completing the Military Photojournalism Program at Syracuse University. ■

Around the Fleet

TIME CAPSULE

Looking back to previous September editions, we see active engagement with North Korea (1950), a temporary loosening of cold-war tensions with Russia (1975) and a rising awareness of HIV (1990).



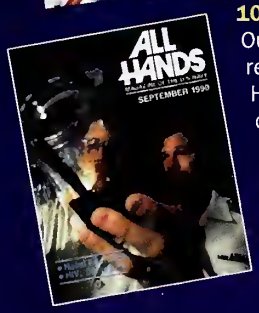
50 Years Ago — September 1950

U.S. forces were actively opposing North Korean aggression toward South Korea. *Essex*-class carriers were transporting Air Force F-51 *Mustangs* to Korea, and the Navy set up a 5,000-mile-long supply line to the Far East. It also stopped "mothballing" ships scheduled for decommission.



25 Years Ago — September 1975

Still in the thick of the Cold War, Soviet ships visited the United States — Boston — for the first time since World War II. *All Hands* highlighted the visit and the reciprocal visit by U.S. ships to Leningrad. With a high-interest mystique still surrounding U.S./Russian relations, we ran five feature stories about the events.



10 Years Ago — September 1990

Our September magazine highlighted the relatively new issue of HIV education. HIV was still shocking the nation and creeping into active-duty ranks. We also looked at the great time Sailors from two ships, USS *Harry E. Yarnell* (CG 17) and USS *Kauffman* (FFG 59), had on liberty call in Poland. It was the first U.S. Navy portcall to Poland in 63 years; some Sailors visited former Nazi concentration camps from World War II.

are not necessarily "certified" scales and are generally not operated by a certified "public weighmaster."

Military personnel making a personally procured move should not use these scales. Most truck stops found along major interstate highways are open "24-7," and will normally meet the certification requirements.

Individuals are encouraged to check with these facilities first to be sure that they meet the requirements for certification. Without the proper weight tickets signed by a public weighmaster, no payment will be made.

Other changes to the Joint Federal Travel Regulations (JFTR) greatly expanded options and alternatives available to service members. Because of the numerous changes, all military personnel (regardless of rank or experience) are strongly encouraged to seek guidance from their local Personal Property Shipping Office, or consult the Naval Supply Systems Command (NAVSUP) home page at **www.navsup.navy.mil**, or the HHG help line at 1-800-444-7789, well in advance of any move. This will save service members money and may actually earn monetary incentives.

Story by NAVSUP Public Affairs (NNS)

Navy Upgrades to NMCI

During the past several years, different commands within the Navy have tried to keep up with the technological revolution by building up computer networks with needed capabilities such as e-mail and Internet access. As a result, the Navy created a conglomeration of stand-alone systems that many times are incompatible, can't talk to each other and have different levels of security.

The Navy Marine Corps Intranet (NMCI) is an effort to remedy that. It is a strategic approach that will enable individual units and the entire Department of the Navy to effectively communicate in the modern age.

By awarding a contract to a private contractor to build, maintain and upgrade shore-based information technology (IT), the Navy can focus on its core mission and avoid playing "catch-up" with technology. Several companies are in the final competition phase of the five-year contract.

The goal of NMCI is to replace the department's numerous shore-based networks with one secure interoperable network that provides voice, video and data services to all Navy and Marine Corps personnel. Through a multi-year service contract, NMCI will deliver comprehensive, end-to-end information services. This will significantly enhance security, improve interoperability and increase access to information.

NMCI is the shore-based counterpart of the Navy's Information Technology for the 21st Century (IT-21) and the Marine Corps' Tactical Network (TDN). NMCI and these initiatives will link the Marine Corps and Navy afloat units with commands ashore.

"The reason for the contract is simple," said CDR Jay Caler, Shore Network Requirements officer for the Navy's Department of Space, Information, Warfare and Command and Control (N-6). "Experts in commercial industry are developing the real cutting edge technology," he explained. "NMCI will allow DON to acquire new and improved capabilities faster through commercial development."

Each installation will buy IT services in much the same way as it does telephone service, electricity or any other utility. The installation, or "customer," will be charged a fixed price per user, or "seat." The NMCI service contract will provide a basic service to all users and allows for tailored upgrades and additional capabilities to be purchased on an individual basis as line items on the contract.

The customer might require classified and unclassified Internet access but would have no need for video teleconferencing. They get what they pay for. It's all built, managed and upgraded by a single contractor.

Several areas of IT are to be handled by the NMCI, according to Caler. They include:

- **Initial implementation;**
- **Refresh rate;**

- **Training;**

- **Consistent look and feel everywhere you go; and**

- **Contractor-maintained infrastructure.**

"Technology changes every 18 months," said Caler. "One of the contractor's responsibilities will be to keep the technology up-to-date, or 'refreshed,' saving the base CO the headache and the funds spent in the first place."

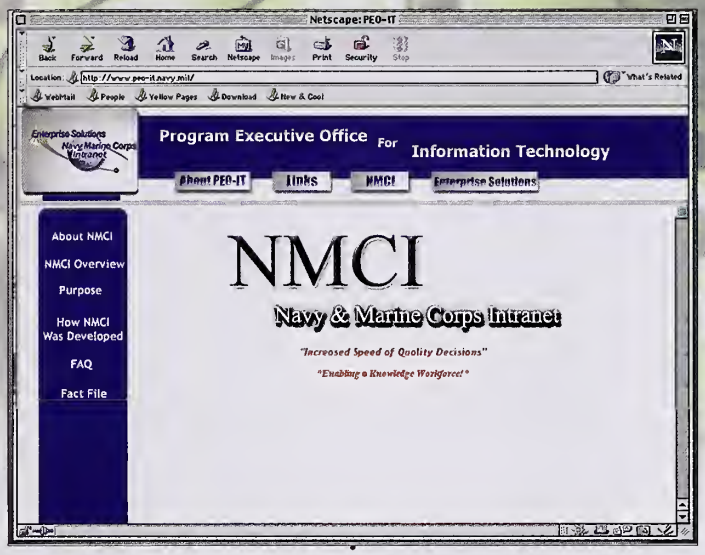
Over time, it has not been unusual to see military personnel pulled from their in-rate duties to fill in as computer troubleshooters.

"This new initiative should allow personnel who are serving out of their rate to return to that specialty, increasing their prospects for advancement," added CDR Nancy Doss of the Program Executive Office (Information Technology).

Doss also explained that since all the IT will be coming from one source, it will have a consistent look and feel everywhere you go, minimizing the time it takes someone to learn a new system.

Another advantage NMCI will provide is computer maintenance and repair. "That can be a real burden for some commands," explained Caler. "That burden can be even worse if the only guy that understood the software or maintained the computers just transferred.

"You need that computer to do the job," he explained, "but if you don't have a LAN (local area network) administrator at your command, you're in trouble. The real big thing about NMCI is that the service will be available to you. You don't have to rely on yourself to keep your system running. So it will remove a lot of the frustration from the Sailor and the CO."



The size of data "pipelines," or bandwidth, is another critical aspect of IT enhanced with NMCI. The contractor will maintain and upgrade the pipelines as technology changes. Once ships tie up in port, they can "plug in" to NMCI and take advantage of the increased bandwidth for all kinds of voice and data services.

NMCI will improve the quality of life for Sailors and Marines, both ashore and at sea, by improving access to and interoperability with existing and future web-based information and personnel related services throughout the Department of the Navy.

Some examples of how NMCI will improve quality of life for Sailors and Marines include:

- **Easier tracking of changes in pay due to promotions, time in service, special pay or sea-service, and allotments;**

- **Better access to housing allowance and base services information prior to transfers;**

- **Better coordination of household goods shipments;**

- **Reduced difficulties associated with Permanent Changes of Station and Temporary Duty assignments through easier access to billeting reservation information and financial requirements;**

- **Reliable e-mail transmission. With respect to maintenance, NMCI will increase the amount of information available to Navy and Marine Corps maintenance professionals by providing more reliable and secure access to the technical support infrastructure.**

Some of the other benefits NMCI will offer include:

- **Enable faster searches for parts and equipment throughout the Navy Supply System;**

- **Facilitate faster ordering and tracking of parts and equipment;**

- **Support on-line troubleshooting and diagnosis of maintenance problems with regional repair facilities;**

- **Better education and training, enabling service members to take technical classes on-line, whether at home or while tied to the pier.**

The NMCI service area includes the continental United States; Hawaii; Guantanamo Bay, Cuba; Roosevelt Roads, Puerto Rico; and Keflavik, Iceland. The transition to NMCI began this summer. Basic services are planned to be up and running for all users by the end of 2001, with full service in place by the end of 2002.

To learn more about NMCI and how you will fit into the overall plan, go to **www.peo-it.navy.mil.**

Story by JO1 Joseph Gunder, editor Navy Wire Service.

Sailors Can Now Sell Back Up to 60 Days of Leave

Service members are no longer restricted to reenlisting 90 days before their end of active obligated service (EAOS) to sell back leave, thanks to a recent change in DOD policy.

The guidelines that govern selling back leave in conjunction with a reenlistment previously stated that leave could not be sold back if a Sailor reenlisted more than 90 days prior to their EAOS. Leave can only be sold when a Sailor is up for reenlistment or ready to retire.

Selling leave back to Uncle Sam can be beneficial in instances when Sailors may lose leave if they have more than 60 days on the books at the end of the fiscal year.

However, selling leave may not be more lucrative than taking it, because Sailors selling

Around the Fleet

leave receive one day of basic pay for every day of leave they earn, special pays and basic allowance for housing are not included.

It's always better to take leave rather than sell it back, but for those who are in danger of losing leave at the end of the fiscal year, selling it back can be beneficial.

Story by CNP Public Affairs

USS *Samuel Eliot Morison* Seizes Five Tons of Narcotics in Two Weeks

The guided-missile frigate USS *Samuel Eliot Morison* (FFG 13) and embarked Coast Guard Law Enforcement Detachment (LEDET) recently seized more than five tons of cocaine on the high seas in separate actions.

Operating as part of a Federal Joint Interagency Task Force, USS *Samuel Eliot Morison*'s surface, air and law enforcement team has been aggressively tracking, pursuing and seizing illegal narcotic shipments as part of their five-month deployment to U.S. Naval Forces Southern Command headquartered at Naval Station, Roosevelt Roads, Puerto Rico.

The first incident, which netted nearly a ton of cocaine from a fast-boat, occurred in late May off the coast of Colombia. In this case, a small craft, better known as a "go-fast," dumped 28 bales of narcotics into the sea while under close pursuit from the ship and a *Seahawk* helicopter of Helicopter Squadron Light (HSL) 94.

LCDR Lew Wright, *Morison*'s executive officer, remarked that the evolution "was a real demonstration of teamwork, particularly in retrieving a long string of contraband spread out for about two miles, marked by smoke floats from one end to another."

Wright continued, "The helicopter was working the far end picking up bales with its grappling hook while we had our RHIB (Rigid Hull Inflatable Boat) picking up bales at our end."

The second incident, in early June, resulted in the seizure of more than four tons of cocaine from yet another go-fast, which was detained, searched and seized.

USS *Samuel Eliot Morison*, based in Mayport, Fla., was in the last month of the deployment to the Eastern Pacific and Caribbean. In addition to counter drug operations, the crew has been actively engaged in U.S. forward presence missions, humanitarian assistance operations and a variety of other roles in support of U.S. foreign policy in the region.



For more about USS *Samuel Eliot Morison* go to **www.spear.navy.mil/ships/ ffg13.** For more information about U.S. Naval Forces Southern Command go to **www02.clf.navy.mil/usnavso.**

Story by NAVSOUTH Public Affairs.

First-Termers Now Have "Split Tour" Opportunities

Sailors with at least 24 months at their sea duty command and who are approaching their end of active obligated service can now have a split tour to another sea duty command.

The initiative is aimed at giving commands and detailers greater flexibility when working with first-term Sailors. "The improvement of first-term retention is encouraging. It's initiatives such as this that will help Sailors make sound career decisions, by giving them a broader view of what the Navy has to offer in a shorter amount of time," said VADM Norb Ryan Jr., Chief of Naval Personnel.

"Retention should be everyone's No. 1 priority, and commands should be highly encouraged to help Sailors who want to take advantage of opportunities such as this."

For more information on

Ricky's Tour

By JO2 Mike Jones **mikejones43@hotmail.com**



first-term split tours, see NAVADMIN 143/00 on the BUPERS web site **www.bupers.navy.mil**. Sailors interested in a split tour should contact their detailer and submit NAVPERS 1306/7 via their chain of command.

Story by CNP Public Affairs

Historic Submarine to be Raised

H.L. *Hunley*, a submersible known as the "South's secret weapon," had just turned for shore after sinking the Union blockader USS *Housatonic* one chilly February night in 1864, when it vanished in Charleston Harbor, S.C., with all hands.

The fate of the first submarine to sink an enemy vessel in combat and her nine young volunteer crewmen remained a mystery for nearly 135 years, until a team led by the Naval Historical Center (NHC), Washington, D.C., provided some answers.

Dr. Robert Neyland, NHC's chief underwater archaeologist and *Hunley* project director, called the revolutionary vessel "a national treasure" comparable to the Wright brothers' aircraft.

"It is the very first successful military submarine," he said. "Not until World War I would another submarine sink an enemy ship."

Novelist and adventurer Clive Cussler and divers from his nonprofit National Underwater and Marine Agency found *Hunley* in 1995. A team led by the National Park Service Submerged Cultural Resources Unit surveyed the wreck in 1996 to determine if the submarine could be recovered.

In 1999, a team led by Neyland surveyed the wreck of USS *Housatonic*, confirming that while more than 200 feet of the vessel remains, the starboard stern, the area reportedly hit by *Hunley*, is missing.

With the exception of a hole in the forward hatch, *Hunley* was found intact. It is believed the submarine was quickly covered and filled with sediment.

"In many ways this is like recovering a bottle — everything is contained inside the submarine," Neyland said.

In mid-May, a team of experts working in zero visibility began work to raise *Hunley* from the sea bottom, where it lies completely buried under three-to-four feet of sand and shells.

When the recovery, excavation, and conservation of *Hunley* are complete, *Hunley* will be on display at South Carolina's Charleston Museum in a new wing built especially for the vessel and its associated artifacts.

Learn more about *Hunley* and other aspects of naval history, at **www.history.navy.mil**.

Story by Naval Historical Center public affairs office.

NAVSEA Coatings Protect Ships & Environment

The Naval Sea Systems Command Materials Engineering Directorate (NAVSEA 05M) is developing new underwater-hull coatings to improve the coastal marine environment by reducing or eliminating the amount of copper released from the anti-fouling paint on U.S. Navy ships.

Today, the Navy and many commercial ship owners use specialized, copper-oxide-bearing paints on underwater portions of a ship's hull to prevent the growth of marine organisms such as barnacles, tubeworms and sea grasses. A fouled hull can reduce a ship's speed by 5 percent and increase fuel consumption by 40 percent. The downside is that copper is a biocide that can kill marine life even after the metal is deposited in sediments.

To prevent pollution, NAVSEA initiated a program this year to develop new underwater-hull coating technologies that prevent fouling without releasing copper or other pollutants into the water. Naval Sea Systems Command is working with chemical and pharmaceutical manufacturers to develop safe, effective, organic biocides to produce innovative underwater-hull coatings. To ensure these new products are environmentally acceptable, NAVSEA is also working closely with environmental regulatory agencies.

"It's great to be on the forefront of a program that will have such a positive impact on our world's oceans, harbors and coastal waters," said Mark Ingle, NAVSEA program manager for anti-fouling coatings.

The underwater-hull coatings will prevent marine fouling in the same way an antibiotic medication prevents infection. The "antibiotic" in the underwater hull coating prevents the growth of marine organisms, but when released into the surrounding water, rapidly degrades into non-toxic chemical compounds.

Preliminary environmental analyses and performance tests on these new coatings have produced encouraging results and are expected to be be developed within the next five years. These coatings could improve the coastal marine environment in the United States and help prevent pollution in harbors worldwide.

"Copper-free, anti-fouling coatings are the right answer for everyone," said Ingle. "I'm proud that the Navy is leading the way." For more information, call Mark Ingle at (703) 602-0213 or go to **www.navsea.navy.mil**.

Story by NAVSEA Public Affairs

INNOVATORS

The Navy Ta Manhat

Story and photos by JO1 Preston Keres

For seven days, New York City was a ear-splitting, jam-packed ant hill of people rushing this way and that, over-crowding streets and causing traffic the likes that have never been seen.

But wait a minute, this is New York City we're talking about here. This is where cab horns are music, police sirens are a top 10 hit and the sound of feet rushing up the stairs from the subway sounds like the Broadway musical "Stomp." So why are these seven days any different from the rest of the year?

Because, more than 25,000 Sailors, from 40 ships, and 24 different nations, were the ones making most of the clamor.

During the week of July 2-9, the "Big Apple" was overrun with Sailors eager to check out the bright lights, big city, while also becoming an attraction



Photo by PH1 Johnny Rivera

The dreary weather on the morning of the Fourth of July created an eerie sight, making the Tall Ships that were part of *Operation Sail 2000* appear as if t

themselves – thousands of New Yorkers watched the bustling parade of uniformed men and women in the sixth *International Naval Review 2000,* A Celebration of Seapower for the Millennium. INR 2000 took place at the same time as Operation Sail 2000, which featured tall ships from around the world.

kes tan



ved from years past.



Photo by PH1 Marty Maddock

The Statue of Liberty is bathed in the light of a spectacular 16 barge fireworks show in New York harbor culminating the Independence Day celebration during *International Naval Review 2000* (INR 2000). INR 2000 is the Navy's congressionally mandated observance of the millennial year and recognition of the nation's 224th birthday.

The gala was brimming with ceremony. It began onboard USS *Hue City* (CG 66), where the President and other guests reviewed 24 modern warships from 14 nations that stretched more than 11 miles up the Hudson River. After transferring to USS *John F. Kennedy* (CV 67), the distinguished party enjoyed a parade of sail of more than 100 wind-driven ships including 26 Class-A tall ships arriving from all over the world for *Operation Sail 2000.*

The Fourth of July closing fireworks display was reported to be the largest in New York history. Two hundred Coast Guard small boats and cutters deployed to patrol the harbor that held more than 30,000 spectator vessels and participating ships. The city streets were also packed, and 29,000 of New York's finest officers policed the streets, keeping festivities safe for everyone's enjoyment. That's not to mention the thousands of Secret Service, FBI, NCIS and Navy Reserve personnel handling security. Why, one would think the President was in town.

After the Independence Day glow had dimmed from the city's skyline, Sailors hit the town en masse, taking advantage of a week specifically designed to cater to their entertainment. And with the ships docked pier side,



MM1(SW) Kofa Faauuga and MM1(SW) Michael Johnson, both off USS *John F. Kennedy* (CV 67), take advantage of New York's Chinatown for the good deals and the best Chinese food around. With "Little Italy" just around the corner, this area of the city is one of the better places to soak in the varied cultures of the city.



The choice was easy for Sailors on liberty when it came to getting all over the city. Most took the subway because it was easy to navigate, and more importantly, it was free when they were in uniform.



Above – Cows from the "Cow Parade" in New York City are strewn throughout the cityscape and treated as permanent fixtures. If someone isn't sitting on them to get a picture, others are leaning on them just passing the time away. ■ *Below* – The crew of USS *Hue City* (CG 66) mans the rail as the ship is escorted into New York Harbor by police tugboats during the International Naval Review.





Center – The New York Yankees provided free passes to Sailors who wanted to see a major league baseball game. On July 5, the Baltimore Orioles came to the Bronx and treated everyone to an exciting comeback, but the outcome was still a Yankee victory. ■ *Center* – With a little coaxing from a local television reporter, EN1 William Gilmer, USS *Mount Whitney* (LCC 20), gave a valiant effort at recreating a famous New York moment of World War II. ■ *Bottom* – Most of the Sailors on USS *John F. Kennedy* (CV 67) had some role in the Fourth of July festivities onboard. Even manning the rails was practiced to ensure perfection during the actual event.

civilians had a rare chance to tour several war ships and tall-ships that surrounded the city, while Navy men and women toured Manhattan and the surrounding areas.

The big town's hospitality had a small town feel, and the Sailors soaked it all in, enjoying a liberty port unlike any other in the world.

"The people have been helping us out a lot, especially with the restaurants and sites to see," said Machinist's Mate 1st Class (SW) Kofa Faauuga, off *Kennedy.*

To most Sailors, the week was filled with ceremony early on. Once they had the chance to see the city though, the first time for many of the Sailors, their expectations were exceeded.

"There are so many sounds, smells and sights in New York City, it's overwhelming," said Hospital Corpsman 1st Class (SW/AW) Kent Carlyle, also from *Kennedy.*

From Yankee Stadium to the Statue of Liberty to the multitude of food stands and restaurants that pepper the city, Sailors from around the world saw them all and added a little culture to the city — Navy style.

Keres is a photojournalist assigned to All Hands.













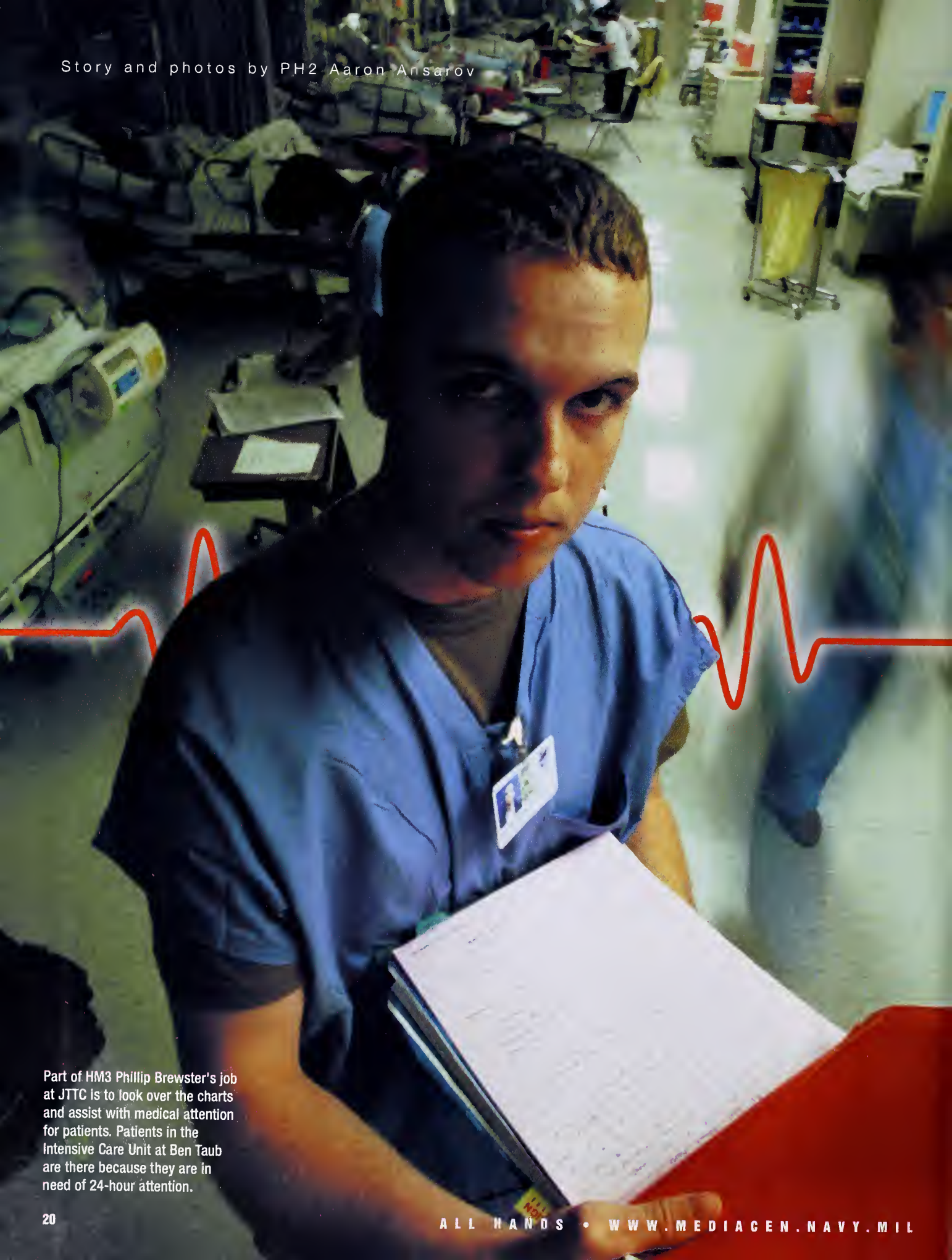
Top – Nearly 200 Sailors from USS *Nassau* (LHA 4), were part of a surprise appearance in the audience of the "David Letterman Show." BM1(SW/AW) Floyd Jennings had the pleasure, or pressure, of a brief interview on the show. The show was one of the hottest tickets in town and Sailors would show up early in the morning to stand in line with the masses of fans who wanted to get into the afternoon taping. ■ *Center* – Attending a tribute to the military, in the heart of Times Square, Ukrainian Sailor Dima Vivchik braved the rainy weather with servicemen and women from around the globe. In between music sessions, the crowd was entertained by images on a large television screen next to the stage area. ■ *Bottom Left* – The International Naval Review 2000 was more than ceremonies and social gatherings. Sailors from around the world took part in the many sporting events offered throughout the week. Turkish Petty Officer Murat Arikan, TCG *Faith,* and SN Cornelius Williams, USS *Mount Whitney* (LCC 20) were two of more than 125 servicemen and women who competed in the arm wrestling competition held on the pier of the USS *Intrepid* Sea-Air-Space Museum on the west side of Manhattan. ■ *Bottom Right* – The free view from the Empire State Building was one that many Sailors couldn't pass up during liberty. Like the millions of tourists before him, FA Mario Martinez, USS *Mount Whitney* (LCC 20), took advantage of the high vantage point to look down on the rooftops of Upper Manhattan.



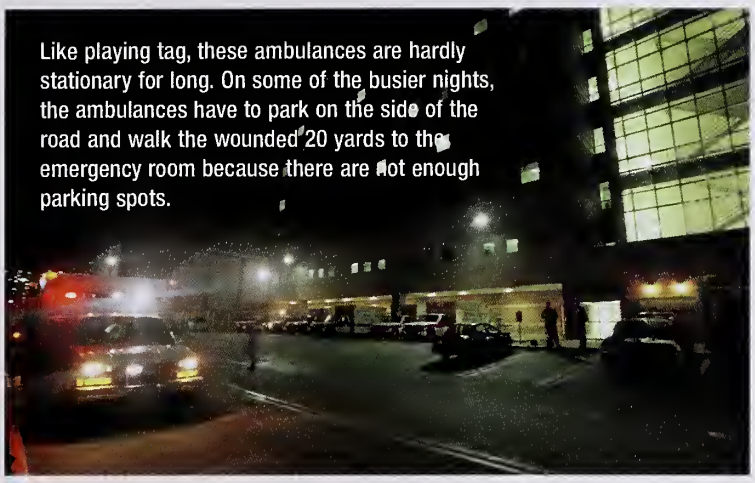
"There are so many sounds, smells and sights in New York City, it's overwhelming."

– HM1(SW/AW) Kent Carlyle
USS *John F. Kennedy* (CV 67)

Story and photos by PH2 Aaron Ansarov



Part of HM3 Phillip Brewster's job at JTTC is to look over the charts and assist with medical attention for patients. Patients in the Intensive Care Unit at Ben Taub are there because they are in need of 24-hour attention.



Like playing tag, these ambulances are hardly stationary for long. On some of the busier nights, the ambulances have to park on the side of the road and walk the wounded 20 yards to the emergency room because there are not enough parking spots.

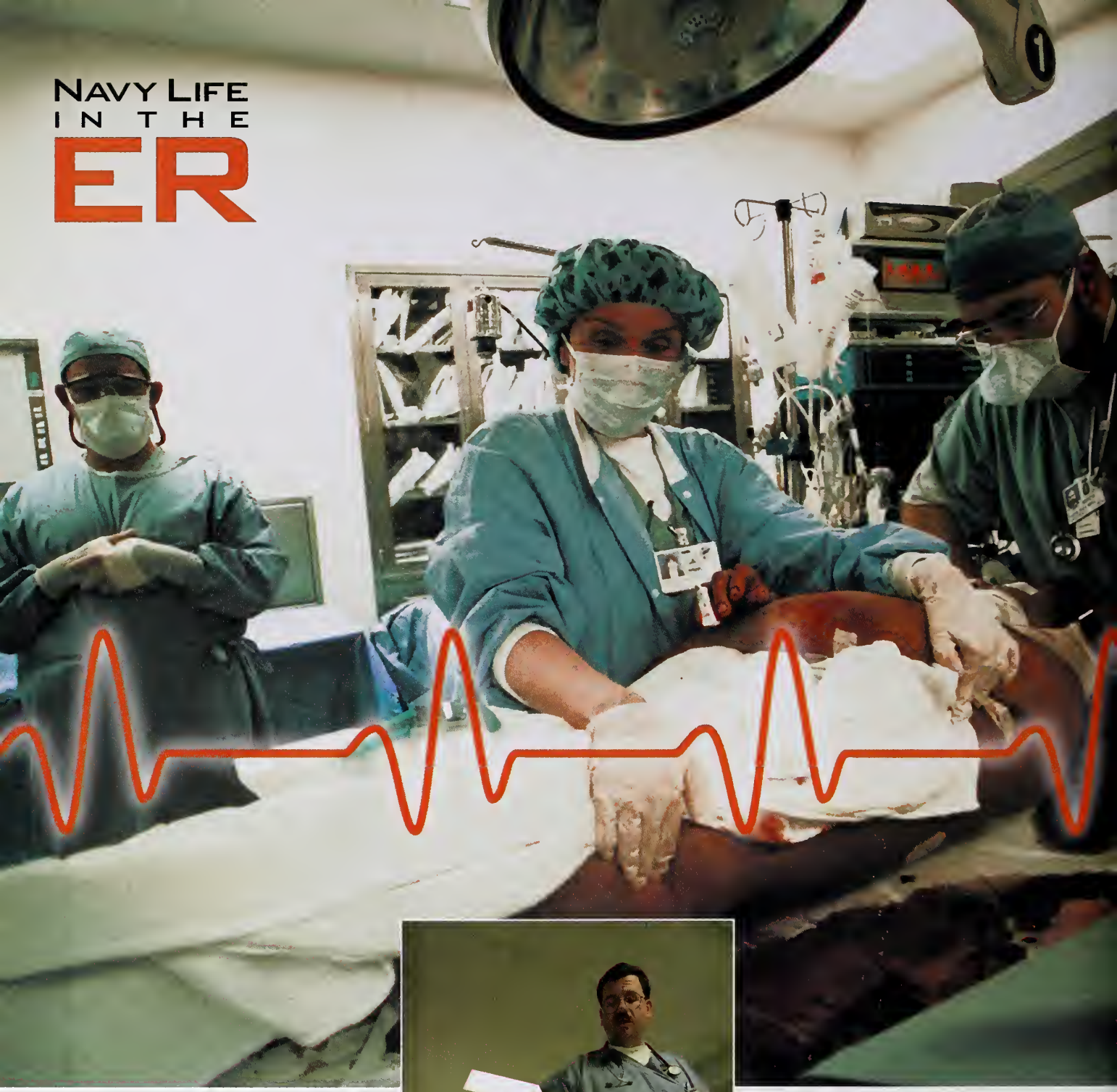
NAVY LIFE IN THE ER

As the screaming sirens and flashing lights come into view, a Texas-based ambulance pulls around the corner and up to one of the largest trauma hotbeds in America. An emergency response team rushes out to receive the wounded, assess the situation and fix the problem as fast as possible. This seems like a scene from a television drama, however, the trauma cases are real, and the emergency response team is composed of U.S. Navy corpsmen, nurses and surgeons.



As quickly as the patient is brought into the emergency room, a respiratory technician and student with the Joint Trauma Training Center take this patient to the Operating Room for emergency procedure. "There is no time for standing still in this place," said one Nurse about Ben Taub. "You stand still and people die."

NAVY LIFE IN THE ER





HM1 Scott Eason asks a patient for information to determine his injuries. It is always necessary to obtain as much information as possible to give proper treatment.

Welcome to Ben Taub General Hospital in Houston: a Level 1 Trauma Center in one of America's largest cities and home of the military's Joint Trauma Training Center (JTTC). The center is defined as providing the highest level of care for patients with complex injuries. Emergency physicians, nurses and surgeons are in-house and always available to patients.

The hospital carries a daily casualty load (3,000 annually) and type (35



The emergency room can be traumatic for new corpsman and nurses like these who have to check underneath a patient who is bleeding from several gunshot wounds. It's important to know where every wound is and to treat it as fast as possible.

percent are penetrating injuries) that closely resembles a tactical-environment mass casualty. "Just last night, we had a guy come in with a massive head trauma as a result of a motor vehicle accident," said Hospital Corpsman 2nd Class Richard Civitella, one of the first Navy students to attend the course. "It was pretty bad. The back of his head was like a sponge. We treated him and went on to the next patient." That was just one of the trauma patients for that night.

HM1 Scott Eason tries to keep a patient from drifting asleep while they administer medical attention. A patient in shock can easily fall into a coma if allowed to fall asleep before the body is stabilized.



According to Civitella, a person in the medical field can only train so much with simulated trauma and parts before they lose the edge that only real-life experience can create. "The only other time I ever intubated (placing a breathing tube down the throat of a patient) was on a plastic mannequin," said HM Kevin Weber. "In the past week, I've done it three times, and let me tell you, it is much different than the mannequin."

Now, with the birth of the JTTC at Ben Taub General, military men and women from fleet surgical teams around the globe can see and do more in one month than many of their shipmates will see in 20 years of military service.

HM3 Phillip Brewster rubs his eyes in class before he begins another long night. Everyday there is a class which discusses all of the emergencies from the night before. This allows everyone from corpsmen to surgeons, to reflect on what happened and to give feedback as to how things could have gone better.



NAVY LIFE IN THE ER

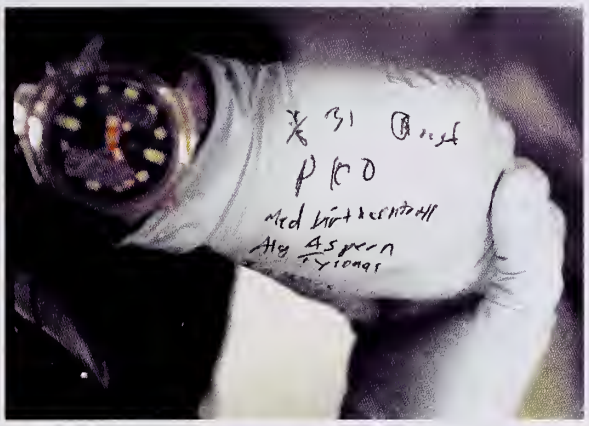


HM1 Scott Eason takes notes from the local authorities and EMT on a drunk driving accident victim.





As part of training, a corpsman at the Joint Trauma Training Center assists in an emergency operation. His job is to make sure every instrument is sterile and ready for the surgeon at a seconds notice. Time lost while waiting for an instrument could have tragic results.



As part of an Emergency Medical Team, it's crucial to have patient information such as age, possible allergies and blood type.

The call for trauma training has not been without justification. A survey by the JTTC staff concluded that the average number of gunshot-wound patients seen by a military general surgeon six-months before arriving at Ben Taub was less than 10. After one month at Ben Taub, they have seen more than 60.

"For this reason alone, military surgical teams need to be trained in civilian trauma centers to prepare for situations of national defense," said Air Force Staff Sgt. Ralph Phillips, the non-commissioned officer in charge (NCOIC) of the Joint Trauma Training Center. "And we can't forget homeland defense like the Oklahoma City bombing, and natural disasters like the massive earthquake in Turkey."

Studies after *Desert Storm* showed that wartime trauma experience in the military was primarily supplied by Reserve doctors and corpsmen who worked in civilian trauma centers. "When it comes down to it, we are training in an environment that is the closest thing to a wartime setting," said HM1 (SS/FMF) Scott Eason, who has been at the school since it opened in September 1999.

The last time a military person experienced the real-life intensity of a wartime emergency room was Vietnam. Since then, the biggest trauma event was during Operation *Desert Storm,* which averaged less than two trauma surgeries per physician in a 24-hour period. "These days, at your average military hospital, a massive trauma or a single fatality would be the topic of discussion for weeks," said Phillips. "Here, a student will experience this sometimes twice or three times a night."

Eason said the ER training at Ben Taub is a win-win situation for everyone. "We gain tons of experience that we would never be able to acquire anywhere else, while Ben Taub gains manpower that they pay minimally for." The mission of the JTTC is to provide Military Trauma Teams with the high volume, real trauma

As a corpsman in the operating room, hands on work usually comes after the surgeon has completed his or her operation like stitching or stapling the wound shut.



NAVY LIFE IN THE ER

The theory of neat and tidy does not apply in a room full of nurses and doctors trying to save a life. Anything not needed or possibly contaminated is tossed to the floor and forbidden to be touched until the patient is out of the room. It is only seconds later that the orderly comes in to restock the shelves and scrub the floor so the next patient can be brought in for the whole process to happen again.





Wiping his brow, HM2 Justin Kuehn takes a short break from the turmoil in the next room. There is little time to stop while working in the trauma center, especially on weekends when cases can line the halls because there is not enough room.

"My first days here, I was saying to myself, 'Oh my God, that's a gun shot wound!' Now I'm saying, 'OK. That's a gunshot wound. Let's treat it.'"

— HM3 Phillip Brewster

treatment experience that can only be achieved at an inner-city, Level 1 Trauma Center to enhance combat trauma skills and medical readiness.

"My first days here, I was saying to myself, 'Oh my God, that's a gun shot wound!'" said HM3 Phillip Brewster. "Now I'm saying, 'OK. That's a gunshot wound. Let's treat it."

The response time of medical personnel to a severe wound is most critical in a trauma ward. The faster a person gets treated, the better their chance of survival, and what better way of gaining this experience than in an actual time-critical trauma situation?

By the end of this year, around 150 physicians, corpsmen and nurses from Navy, Army and Air Force will have attended this course, treating more than 2,000 trauma injuries. That's about 2,000 individual life experiences that these men and women will keep with them until the day it's needed to save more lives. Maybe yours.

Ansarov is a San Diego-based photojournalist for All Hands.



Opportunities to sit in on an operation like this (placing a pin to a fractured bone) don't come around too often in the fleet, but through the training gained at Ben Taub, she will have the much needed experience for the next time it does happen.



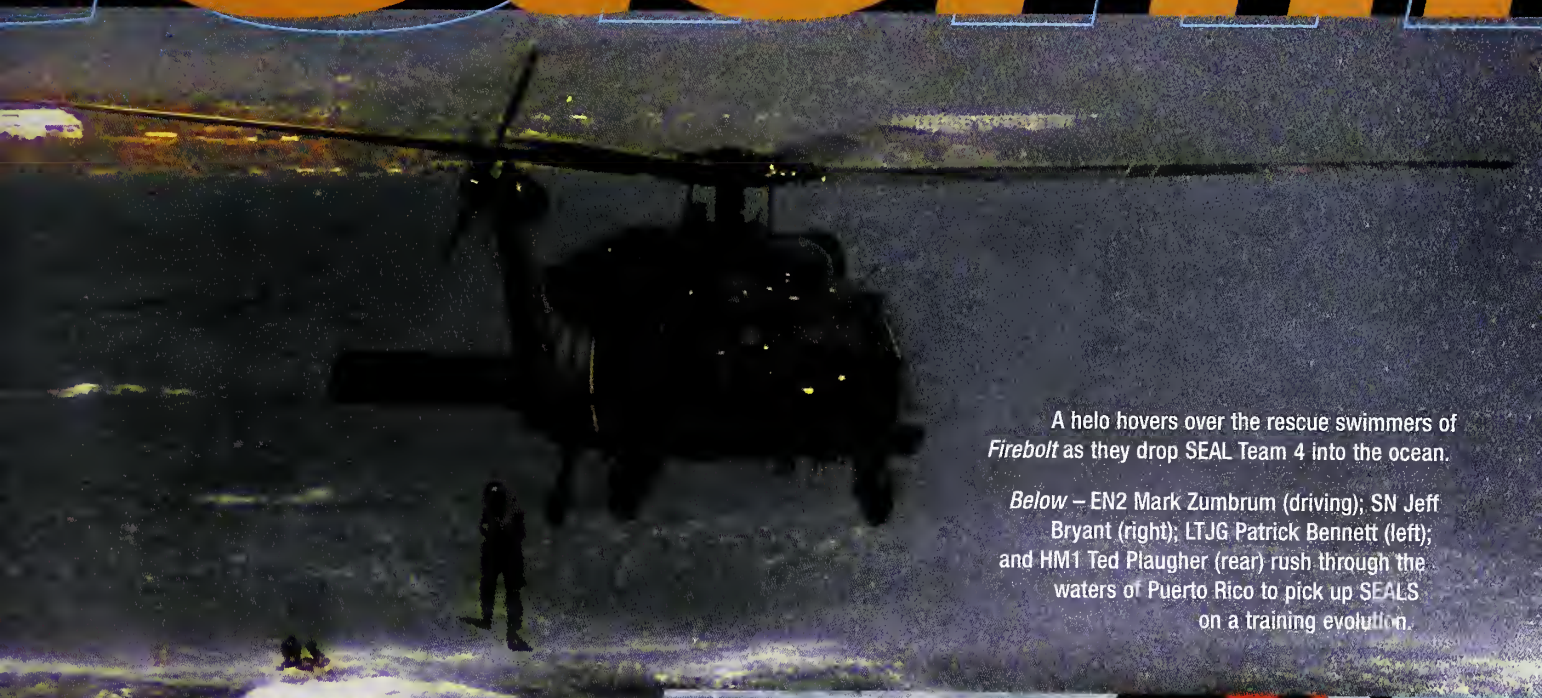
SEAL Team 4 leaves the deck of *Firebolt* during a training exercise in which they were dropped onboard and then recovered by helo.

Thirty nautical miles offshore, a powerful and destructive storm is forming — a storm with enough power to wreak havoc on its target, not unlike the winds of a cyclone roaring at 200 kilometers an hour. And no one knows it's coming, not even the weatherman.

How could they know? Nothing is on the Doppler radar, the seas are calm and the darkness of night hides the true nature of what's in store. For this is not a storm in the ordinary sense of the word, but one of the Navy's *Cyclone*-class ships.

Story and photos by PH2(AW) Jim Watson

In the Eye of the Storm



A helo hovers over the rescue swimmers of *Firebolt* as they drop SEAL Team 4 into the ocean.

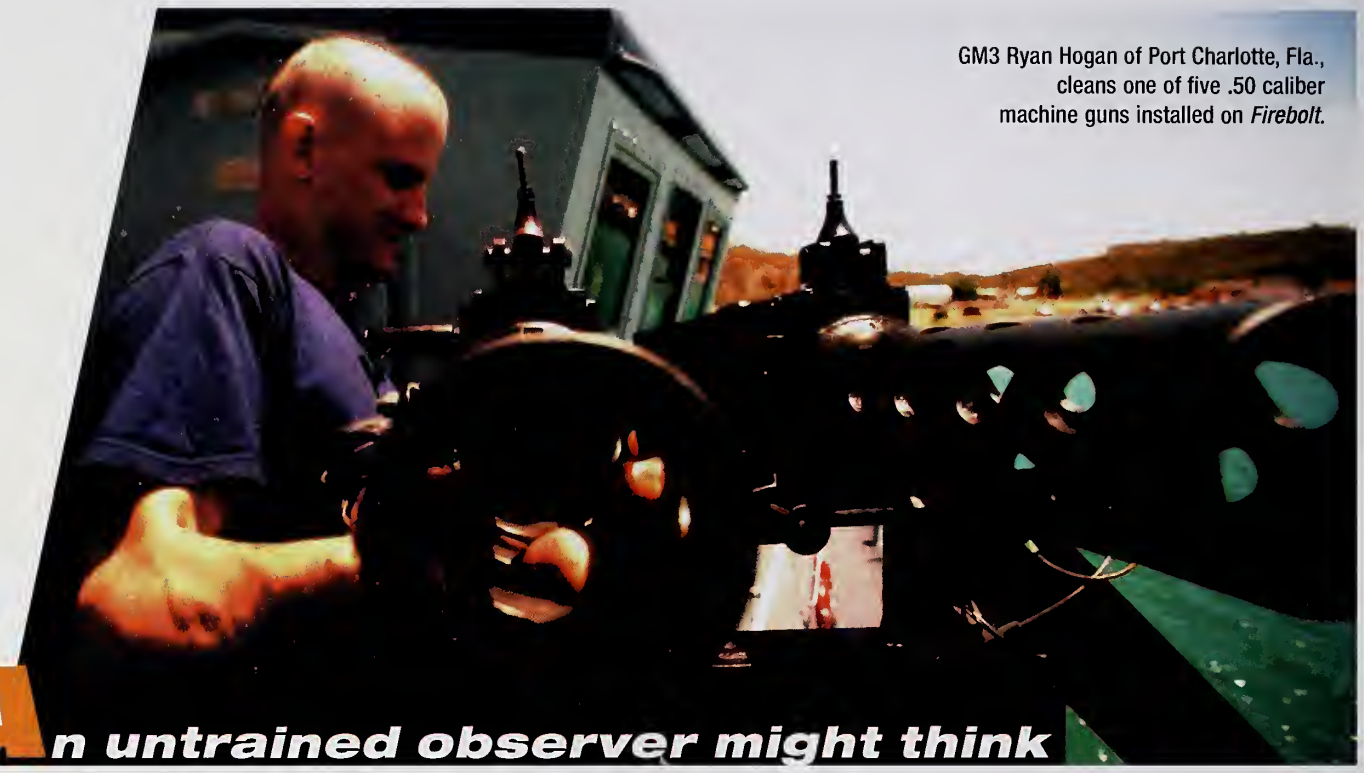
Below – EN2 Mark Zumbrum (driving); SN Jeff Bryant (right); LTJG Patrick Bennett (left); and HM1 Ted Plaugher (rear) rush through the waters of Puerto Rico to pick up SEALS on a training evolution.



Signals of its strength begin to take shape as the captain issues orders to the officer of the deck (OOD).

"SEAL team approaching from the west OOD, prepare to bring her about."

This Patrol Coastal (PC) — the smallest ship in the Navy measuring just 170 feet in

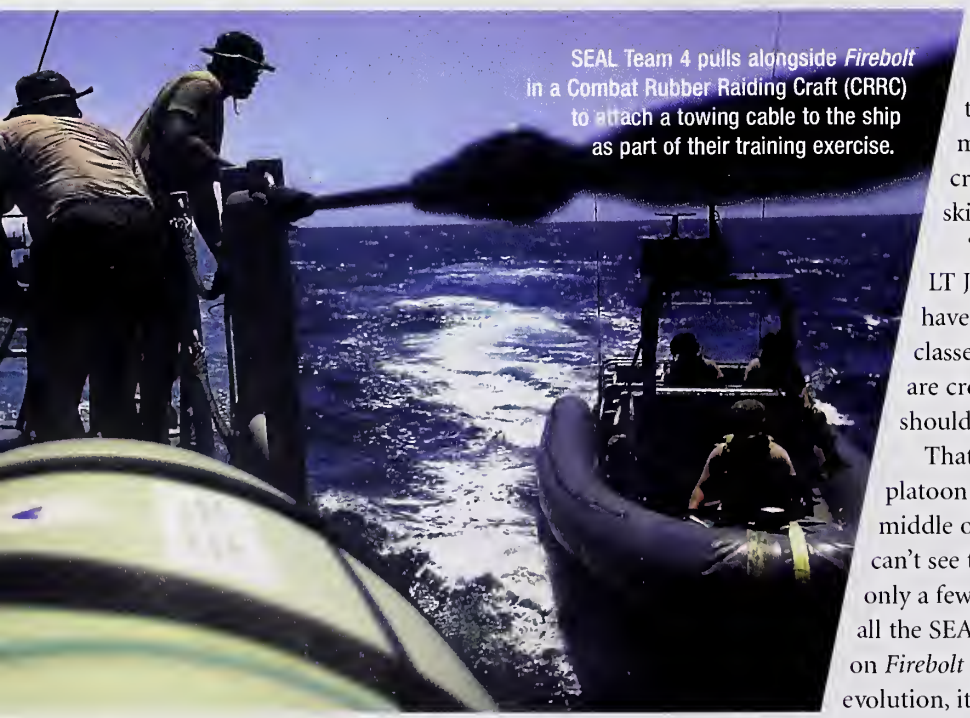


GM3 Ryan Hogan of Port Charlotte, Fla., cleans one of five .50 caliber machine guns installed on *Firebolt*.

An untrained observer might think their mission is insignificant because of the size of the ship, but that's just not true.

length — is about to become the eye of the hurricane. As one of the platforms used in special warfare, the Sailors of USS *Firebolt* (PC 10) will transform it into a command center for tactical response.

An untrained observer might think their mission is insignificant because of the size of the ship, but that's just not true. Inserting and extracting special operations forces, conducting counter-drug operations with the Coast Guard and foreign navies and performing maritime interdiction and coastal patrols have a tempo that can change in a matter of minutes. These men need to be sharp, attentive to detail and cross-trained to perform any responsibility their skipper may give them.



SEAL Team 4 pulls alongside *Firebolt* in a Combat Rubber Raiding Craft (CRRC) to attach a towing cable to the ship as part of their training exercise.

"Sailors on a PC have more responsibility," said LT John Wade, commanding officer of *Firebolt*. "I have 2nd class petty officers standing OOD, 3rd classes standing engineering watch and all of them are cross-trained to take over for a crew member should the need arise."

That is how it has to be when you have a SEAL platoon approaching the ship for extraction in the middle of the night through rough seas. It's so dark you can't see them until they are alongside, and then you have only a few minutes to get five *Zodiacs* out of the water and all the SEALs safely on board. Yet, if any one of the Sailors on *Firebolt* had not been thoroughly trained for this rapid evolution, it would not work. There are so few ship's

In the Eye of the Storm



The night before an operation is always hectic, with preperations to be completed and numerous items checked for safety. Members of the crew ready a *Zodiak* for the next day's evolution.



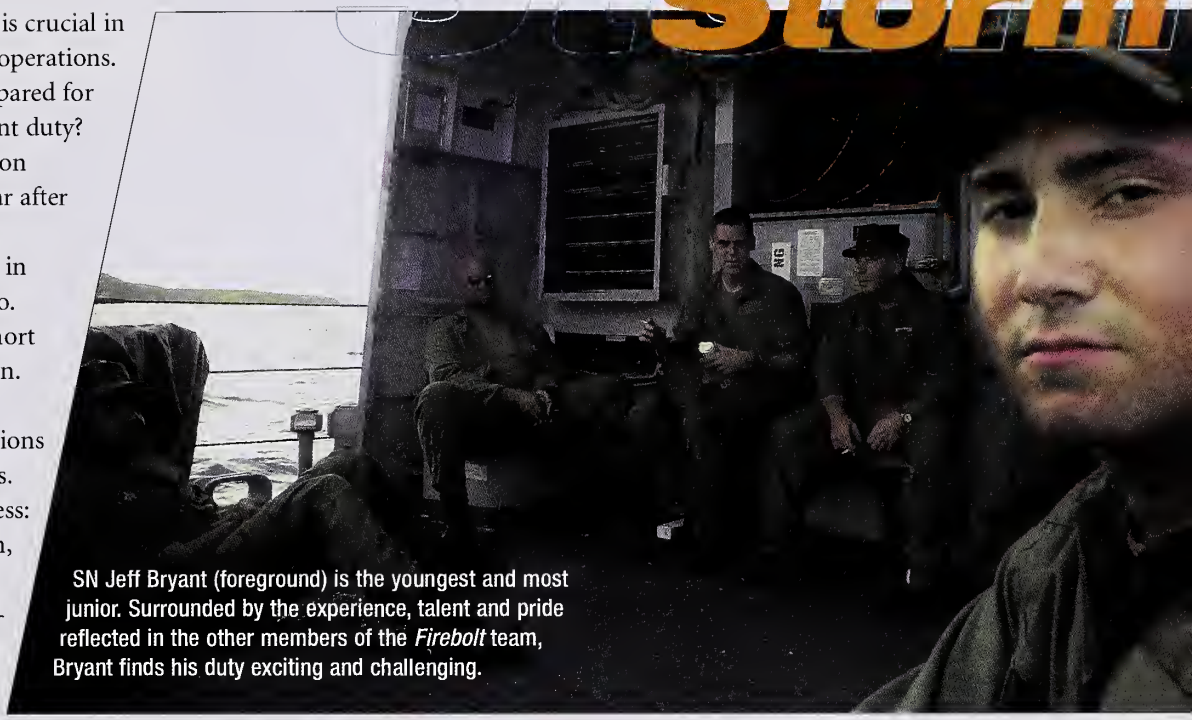
RADM Eric Olson, commander Naval Special Warfare Command, jumps onboard a Combat Rubber Raiding Craft (CRRC) after touring *Firebolt.*

In the Eye of the Storm

company that every member is crucial in ensuring the success of their operations.

But what if you're not prepared for such arduous and independent duty? That question does not arise on *Firebolt,* which was made clear after their Operational Readiness Evaluation (ORE) conducted in Puerto Rico a few months ago.

The crew was tasked on short notice with a complex mission. They needed to perform numerous special warfare actions and conduct multiple assaults. Their performance was flawless: during the 48-hour operation, they inserted and extracted personnel and collected intelligence at a higher speed and success rate than any other PC before.



SN Jeff Bryant (foreground) is the youngest and most junior. Surrounded by the experience, talent and pride reflected in the other members of the *Firebolt* team, Bryant finds his duty exciting and challenging.

"The evolution went pretty smooth," said Engineman 2nd Class Mark Zumbrum. "Many of us got to do a lot of stuff outside our rates for the first time. Everyone has to have corporate knowledge here because one guy takes the place of two, three or even more than on a larger ship."

This is from a man who has 10 collateral duties and is qualified in eight of the 11 weapon systems used on patrol coastal ships.

Although small, *Firebolt* packs a punch: It is armed with two 25mm cannons, five .50-caliber machine guns, *Stinger* anti-air missiles and various small-caliber arms. Loaded with a SEAL platoon, *Firebolt* is capable of many special warfare missions within the coastal littoral, with power well beyond its stature.

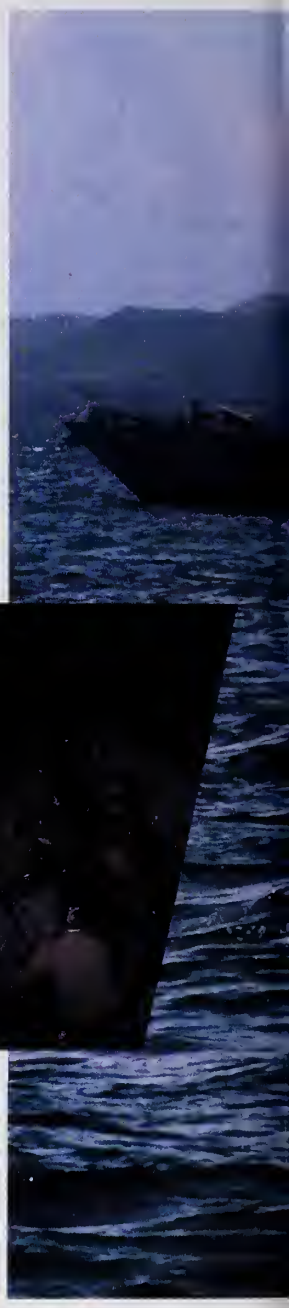
"Many of us got to do a lot of stuff outside our rates for the first time. Everyone has to have corporate knowledge here because one guy takes the place of two, three or even more than on a larger ship."

— EN2 Mark Zumbrum



The mess decks have always been an area where you can relax and be yourself, evident in the *Firebolt* galley as EN1(SW/AW) Thomas Harrington (right), has a laugh with other members of the crew.







Left – Members of *Firebolt* pull a *Zodiak* onboard after completing a training exercise with SEAL Team 4.

Below – LT John Wade, commanding officer of *Firebolt,* watches his crew as they bring SEAL Team 4 along side to begin refueling a Combat Rubber Raiding Craft (CRRC).

"That's why I am here, I am hoping to move up in rate, see the world and have some fun."

— EN1 Thomas Harrington

Awesome, but compact firepower and exciting missions may be one reason for a Sailor to seek duty on a PC, but the ports of call are also an attraction.

"I left for a six-month deployment two days out of boot camp," said Seaman Jeff Bryant. "I'm already a "shellback," qualified in various weapons and have been all over the Mediterranean, and I have only been in for a year. Now I am doing a deployment in the Caribbean and getting ready to make BM3."

Bryant is not the only one making rate onboard *Firebolt.* EN1 Thomas Harrington says many Sailors have made chief and then senior chief during a single tour on board a PC.

"That's why I am here," said Harrington. "I am hoping to move up in rate, see the world and have some fun."

And having fun while getting the job done is what these guys do best. The crew of *Firebolt* is truly a close-knit family.

"I have realized while being here that there are so many talented and

In the Eye of the Storm



intelligent crew members aboard," said Wade. "I give them the responsibility, and I am totally amazed at what they achieve when empowered and given the opportunity to make their own decisions."

Those decisions make *Firebolt* able to "Charge Hard and Strike Fast" like a cyclone, yet remain calm, silent and deadly like the eye of the storm.

Watson is a photojournalist assigned to All Hands.

Members of *Firebolt* head over to their sister ship, USS *Chinook* (PC 9), to keep an eye out for safety as SEAL Team 4 prepares to repell to her deck.


Something



Photo courtesy of MWR

There are many exciting things for young Sailors to do thanks to the new MWR programs.

It's become the weekend ritual for the junior Sailor living in the barracks. He wakes up in the early afternoon, not from the alarm clock, but from the sun that finally made its way around to his barracks window. After wiping the sleep from his eyes and brushing potato chips off clothes still worn from the night before, he clicks on the TV.

to Do on the Weekend

After scrolling through the channels available by rabbit ears, he settles on an episode of "Friends" that he's seen for the umpteenth time. Quickly bored with his options, he looks to his best-friend, a Playstation, and kills aliens until his thumbs are reduced to two throbbing calluses, and his eyes are blazing from staring at the 12-inch screen for seven hours.

MWR Gives Junior Sailors More Options for Entertainment in Their Spare Time

Story and photos by PHAN Saul Ingle



Photo courtesy of MWR

Sailors from Washington, D.C., enjoy the rapids of the Yough River in southern Pennsylvania.

A rumble in his stomach reminds him that he hasn't eaten all day and prompts him to grab the box of crackers and canned cheese that have been sitting on the night stand for the past week. He gorges himself until he finally passes out in front of the tube, again – another weekend lost.

But wait! That's where your local Morale, Welfare and Recreation (MWR) office comes in with its new programs aimed at getting junior Sailors out of the barracks.

Every weekend MWR sponsors trips and events to get young Sailors off base doing what they came in the Navy to do — see the world.

One weekend you can be whitewater rafting, splashing through the fierce waters of some river, and the next, you'll find yourself soaking up culture at a Shakespearean play in the park.

"It's great," said Yeoman Seaman Casper Broadus of Naval District Washington. "A few years ago, I would have never thought I would be able to do things like this." Broadus and his shipmates had just completed an exciting trip down the Yough River in southern Pennsylvania.

"We not only find something interesting for Sailors to do, but we also provide the transportation," said Laura Poteat, an MWR sponsor in the Washington, D.C., area. "And in some cases if you want to do something on your own, but you don't have a car, we can offer you a ride."

Other MWR Liberty Programs throughout the Navy provide similar assistance in getting BEQ and shipboard junior Sailors off the base for fun and relaxation.

One weekend you can be whitewater rafting, splashing through the fierce waters of some river, and the next, you'll find yourself soaking up culture at a Shakespearean play in the park.

MWR sponsor Laura Poteat and SN Terence Juergens play a game of frisbee football.



MWR also sponsors events on base. They often have cookouts at the barracks or have a movie night in the TV lounge.

So if you're weary of finding yourself babbling every line of "Star Wars" for the hundredth time or are tired of beating all the levels of that adventure video game that arrived on scene last week, check out your local MWR office. It's guaranteed to be more fun than waiting for reruns of "The Simpsons," and who knows, you just may find a friend.

You can see what's up at your command's MWR office at **www.mwr.navy.mil** and click on "Links" to find your area MWR site.

Ingle is a photographer's mate assigned to All Hands.



SN Chris McBride of the ceremonial guard in Washington, D.C., digs in on a river rafting trip sponsored by MWR.



2ND in a Series

Planning Your Future
The Time is Now

WE ALL HAVE FINANCIAL GOALS THAT WE SET FOR OURSELVES AND OUR family during our lifetime, goals such as a new car, big vacation, new house, college education or retirement. But, many people don't know how to effectively develop a plan to reach those various financial goals and therefore fail to meet them. The purpose of this article is to discuss the various factors that go into planning for your financial goals and how those factors can directly influence your financial plan. The earlier you start the better. However, for mid-career service members, time will soon be working against you — so your time is now.

Story by Mark Summers

Before Building Your Investment Plan

Before you can start planning for the future, you need to ensure that your current financial picture is stable and ready for any contingencies that could jeopardize your financial situation. This includes 1) having a source of emergency funds, 2) insuring yourself against disaster and 3) controlling your consumer debt.

Importance of an Emergency Fund

Before putting money toward your investment goal, you first need to create an emergency fund. The emergency fund is there to ensure that you have enough cash on hand to handle any unforeseen expenses that may occur in the future. Experts advise everyone to have approximately three to six months worth of current living expenses saved up in very safe, liquid, short-term investment. Because of the stability of military employment and the reliability of military pay and benefits, a two- to three-month reserve is probably adequate for active-duty members.

Protect Yourself with Insurance

Without the proper insurance in place, an unfortunate accident could result in financial devastation for you and your family. Insurance is designed to provide protection from catastrophic loss. Types

of insurance that are important to have are: health, disability, auto, property & liability, and life.

The continuing increases to the already high cost of health care makes a good health insurance plan essential to your financial security. Active military members and retirees and their survivors have a big advantage here due to the Military Health Care System.

Disability insurance is designed to protect one of your most valuable assets — your ability to earn income. Even though protecting your future income stream is very important, many people simply overlook this need for protection. Statistically, the odds of becoming disabled for 90 days or longer are much greater than dying during one's working years. Although military and VA programs protect the active-duty member from disability, protecting the non-active-duty spouse may be very important.

Owning property (e.g., auto, house, boat, furniture, etc.) or operating a car can be a source of financial risk, both for loss of or damage to the property but also for the financial liability that may be yours as a result of an accident.

Life insurance can protect the family's standard of living by providing the necessary money to pay last illness expenses, personal debts, replace lost income and other needs in the event of an untimely death. In addition, if an untimely death does not occur, permanent life insurance can then be looked at as a long term tax-deferred savings plan that can be used to supplement some of your savings goals after you no longer need the life insurance. Active-duty military also need to realize that there are a significant amount of benefits that come to their families if they should die on active duty. The November issue of *All Hands* will discuss these survivor benefits in detail — stay tuned.

Two general types of life insurance are available to meet your family's needs: Term and Permanent (Whole). Term life insurance provides death benefit coverage for a specified period of time at a low cost. Some term insurance will stay level for the specified period of time while some will decrease.

Permanent/whole life insurance provides coverage for your entire life, not just a limited period of time, while also providing a savings element know as the plans cash value. The cash value is available to the owner of the plan during his/her lifetime through policy loans, cash surrender values or from other possible withdrawal features. Premiums for permanent life insurance will be higher than term insurance premiums and will vary depending on the type of plan you elect. Assessing which life insurance plan or combination of plans is best for your needs may be done by going to the life insurance tutorials and calculators located on various web sites and speaking to an insurance professional.

Value of Controlling Consumer Debt

Managing your personal debt will prove to be a very critical step in helping you reach your goals and establishing overall financial security. If you find yourself deep in debt, it can be very difficult to get out. The first step in managing your debt would be to stop accruing it. Keep a credit card for convenience, but pay it off each month. If you can't control your credit card spending, cut up your card and start paying cash.

The next step is to reduce your current debt. If you have the ability, consolidate all your loans into one loan that will have a lower interest rate, such as with a home equity loan or some other type of loan. If your are not able to consolidate your debt, you can pay off the highest-interest debts first, which would save you the most money; or you could pay off the lowest balances first. Paying off a loan balance that was charging you 19 percent can be compared to generating 19 percent return because of the fact that you have saved that money which would have been lost to your debt payment. As the old adage goes, "A penny saved is a penny earned".

But remember, our goal is to manage and reduce our debt so that we can use the savings for other goals. If you payoff or reduce your loan interest but then spend the savings, you are still not getting ahead.

Steps to Developing Your Plan

Once your current house is in order you can develop your plan for the future. You will need to answer a few questions:

What is your goal, How much time do you have, How much are you starting with and How much do you need to save to reach your goal.

Setting your goal is the first step to developing a sound wealth accumulation plan.

Setting your goal is the first step to developing a sound wealth accumulation plan. Financial goals can include things such as retirement, purchase of a house, children's education, extended vacations or any number of other life long goals. Most goals will differ in the needed amount and the time you need the money.

Write down all of your goals and list them in order of importance. As you develop a plan for each goal you may discover that you might not be able to reach all of the goals that you set. Some of your goals may need to be modified or eliminated all together to meet your higher priority goals.

Determine Time Horizon

Once you have your goal set, the next step is to determine how long it will be before you need the money to make that goal a reality. Setting your time horizon is

Retirement planning is a good example of how difficult it can be to calculate your savings plan. Many factors need to be considered.

a very important step in building your plan because this will help you to determine both the amount you need to save and the type of investment (and amount of risk) that is appropriate for your accumulation goal.

Assess Your Current Savings

Next, determine how much money you already have saved up for that specific goal. Having a lump sum of money invested now for the goal can provide you with flexibility in developing your plan. The more money you have invested now, the less you need to save later, or you can choose to place your savings into a lower risk investment, or you can reduce the number of years to save, or a combination of all the above. After determining which money goes toward which goal, make sure that you place that money into the appropriate investment vehicle that meets your investment time horizon and risk tolerance (more information on understanding risk is to follow).

Calculate Your Savings Plan

You first need to calculate how much you need to have saved up by the time you need the funds. That calculation can be easy for some goals (e.g., $20,000 down payment for a house) while others can be difficult to determine (e.g., college cost or retirement). The more variables involved in the calculation, the more help you need in determining how much you need in the future.

Retirement planning is a good example of how difficult it can be to calculate your savings plan. Many factors need to be considered. They include: desired retirement income; income expected from other sources such as Social Security, military retirement pay and company pension plans; your life expectancy; desired retirement age; interest rates before and after retirement; whether your investments are in taxable or tax-deferred accounts; and expected inflation rate.

The questions that need to be answered can be a little overwhelming, but don't get discouraged, you have many resources available that will help you answer all of the questions. Financial planning resources can include web site calculators, financial planning software programs, investment magazines and books, and of course individual financial planners. These various resources will help you to make educated assumptions and many times will calculate your savings plan for you. But before using these various resources, you need to understand how the assumptions that you use will impact how you develop your investment plan(s).

Fundamentals of Building Your Investment Plan

The following sections will provide you with information to help you understand the various features of investing. An investment program should be built like a pyramid, with a strong, low-risk, broad base of savings and insurance and then moving up to the higher risk and higher growth potential vehicles.

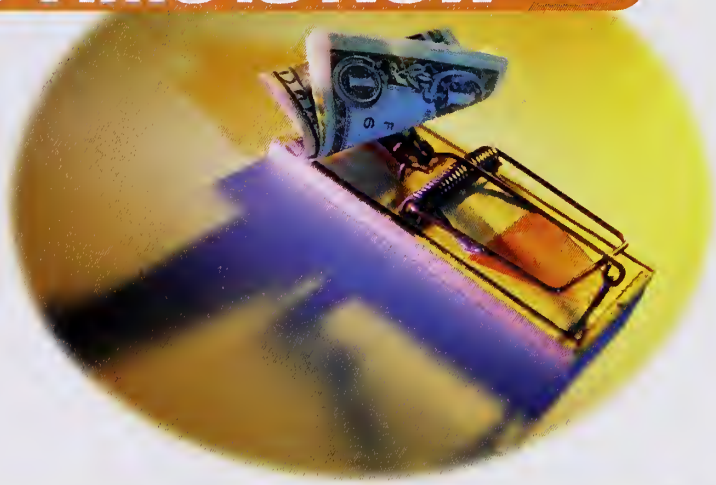
To the left is a diagram to a typical investment pyramid.



Understanding Risk and Return

Every investor wants to gain the highest possible return, but that higher possible return comes with a string attached, higher risk. Risk can be defined as the level of uncertainty that an investment has in achieving its expected return. The level of risk that you are willing to take should be based on your investment time horizon, the need for return, and your tolerance for risk. The longer your investment time horizon, the more aggressive you can be by taking advantage of growth investments, which historically perform better over longer periods of time.

Planning Your Future: The Time is Now



The shorter your investment horizon, the less risk you may want to assume since you would have little time to recover from any significant downturns which may occur in higher risk investments.

To help you understand a little more about risk and reward, the table above shows you the historic average returns along with the worst and best one-year returns for various investments. As you will notice, stocks, which have the highest average returns, also have the greatest one-year loss. If you have a long time horizon, are patient and have a sound investment plan, the investments with higher risk have the potential to provide the greatest returns over the long run.

Performance of Various Assets at Various Times in the Past

	Average Annual Return (%)			Annual Return (%) 1960-1997		
	1970s	1980s	1990s	Average	Worst	Best
Stocks	5.9	17.5	16.6	11.6	-26.5(1974)	37.4 (1995)
Bonds	5.5	12.6	10.7	7.3	- 7.8(1994)	40.4 (1983)
Cash	6.3	8.9	5.0	6.0	2.9(1993)	14.7 (1981)

Source: Stock-S&P 500, Bonds-Long Term Government Bonds, Cash, Treasury Bills Stocks, Bonds and Inflation – 1998 Yearbook, Ibboston Associates, Chicago and Chase Investment Performance Digest – 1998 Edition, Chase Global Data and Research

When looking at the above values, you need to ask yourself, how much risk am I willing to take in achieving my goal? This is a very important factor to consider before investing.

Risk tolerance can be defined as your comfort level in assuming risk and your ability to maintain the discipline of sticking to your investment plan when your investments decline. Most investors who take on too much risk panic when confronted with losses that they are unprepared for and sell the investment(s) at the worst possible time. The goal of purchasing investments is to buy low and sell high, but people who panic usually buy high and sell low.

Determine Your Own Portfolio Profile

Average Annual Return % : =

[% x ll.6] + [% x 7.3] + [% x 6.0]

% in Stocks **% in Bonds** **% in Cash**

Downside Risk % : =

[% x-26.5] + [% x - 7.8] + [% x 0]

% in Stocks **% in Bonds** **% in Cash**

Above is a simple formula to assess the possible average return and level of downside risk that your portfolio may have based on your mix of investments. The multiples provided in the annual return and downside risk formula were obtained from the previous table entitled "Performance of Various Assets at Various Times in The Past".

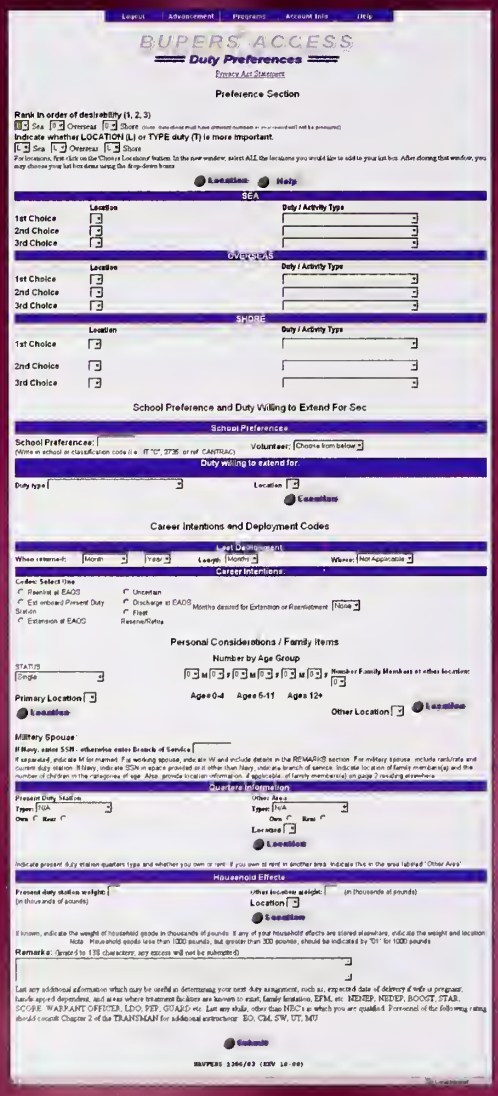
A hypothetical portfolio with 75 percent stocks, 20 percent bonds and 5 percent cash may, based on historical results, provide you with following long-term results:

In other words, with the mix of assets illustrated above in your portfolio you have a potential long-term return of 10.4 percent with the possibility of having a loss of 21.4 percent in any one year. If the return and risk level do not meet your needs, readjust your portfolio until you get the mix that is right for you.

After deciding your general allocation, as shown above, between investment classes you must research various individual investments, examine their potential returns with their level of risk, and decide on whether those investments should be placed in your portfolio. On average, if you find an investment that has high risks but low potential for returns, you should not purchase that investment. In the midst of a strong bull stock market, it is easy to forget about what risks are being taken to get the returns that go along with those high returns. But don't forget the market can, and will go down.

Summers is the chief financial counselor, Navy Mutual Aid Association, Washington, D.C.

Access to Career Answers



Do you ever get tired of not knowing what billets are available when you're up for orders? Or you need to know the status of a special program application and have no luck finding out? Well, now the ball is in your hands … and has been ever since the Bureau of Naval Personnel (BUPERS) reopened the BUPERS Access (BA) website at www.bupersaccess.navy.mil to all Sailors just prior to the turn of the century.

BA is a web-based application that allows Sailors to check various aspects of their personal career information from around the globe and around the clock. The site is authorized for use by active-duty, TAR and appointed DON personnel. It's the first effort by Naval Personnel Command (NPC) to house retrievable personnel data behind a secure log-in screen on the worldwide web (WWW).

Designated command representatives such as COs, XOs, CMCs and CCCs are given access to a broader range of information, applicable to their duties as a representative of the command, and they must request authorization prior to access being granted. Individuals who are not command representatives have access to their personal information only.

The new security front end, developed by the BA team, allows many new forms of data to be provided via BA and even helps gather information from the fleet for input back to NPC.

Getting There

Logging on is easy. For individual users, your account is already set up, all you need is your social security number and your birth date and away you go.

Now Sailors all over the world can gain access to the following BUPERS Access functions:

- Advancement Results: This option provides advancement information for E-4 through E-6.
- Application Status: Provides ENCORE and closely related information such as retirement, reenlistment, conversion, TERA, extension and resignation requests.
- Order Status: Status of your orders if they have been processed and released by the detailers.
- SRB: Provides status on processed SRB requests.
- Selection Boards: Provides status on various selection boards.
- Duty Preference: Allows Sailors to input their individual duty preferences.
- SWAPS: Enables individ-

uals to enter information needed to notify others of a desire to swap duty.

- JASS (View Only) : Enables active-duty Navy personnel the ability to view all available jobs during the current requisition cycle. View-Only JASS does not allow a Sailor to apply for a specific job. Although View-Only JASS does not display officer jobs, active-duty officers can use View-Only JASS as a tool to assist Sailors with career advice.

To make and submit applications, Sailors must contact their career counselors.

Account Information: Lets you to make changes to account information such as password or question/answer.

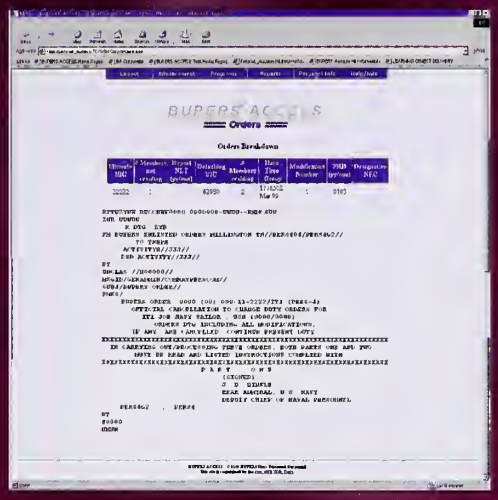
BUPERS Access originally came out in 1991, but due to non-Y2K compliance, both the BA hardware and software were going to cease on Dec. 31, 1999. The BA team jumped into action to develop the interactive web site. After a successful trial run, receiving more than 1,216,000 "hits" since it came online in December 1999, the web site was revamped, giving it a more "corporate" look.

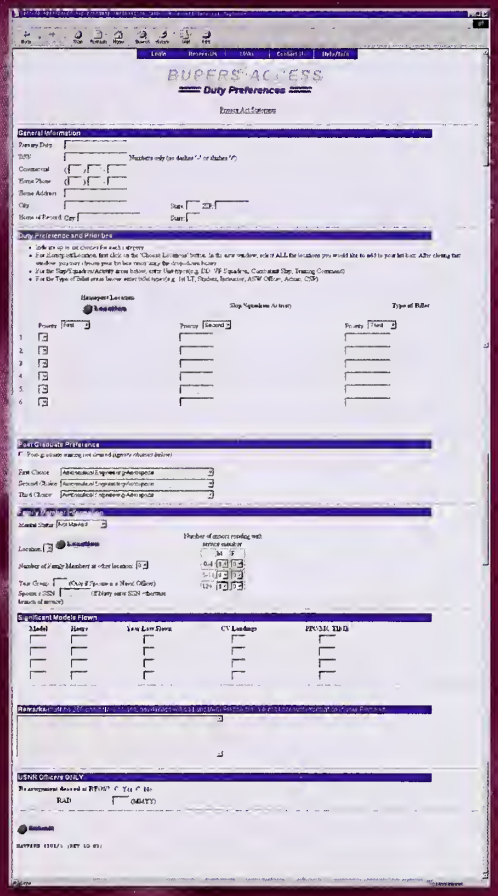
The BUPERS Access web site is obviously something Sailors are glad to have access to. "When the E-7 board results come out, we expect to have more than 1,000 hits per minute," said Chief Information Systems Technician Charles Rhodes, the BA manager. "In the three-day period after the E-8 board results came out, we had 28,042 hits, took 492 trouble calls and fielded 3,500 phone calls."

It's all in a day's work for the five-person BA team. The cyber team continues to work on expanding the information available to the fleet via BA. Driven by their own experiences at sea and abroad, they are well aware of the need for Sailors to get their personnel information and for command representatives to get data crucial to their daily duties.

Don't wait for another century to pass. Answer your burning career questions today on the BUPERS Access web site.

Cyber Sailor





BUPERS Access

Eye on the Fleet

EYE ON THE FLEET is a monthly photo feature sponsored by the Chief of Information Navy Visual News Service. We are looking for HIGH IMPACT, quality photography from SAILORS in the fleet to showcase the American Sailor in ACTION.



SURVIVOR

CAPT David J. Mercer from Prospect Park, Pa., is hoisted from the water during a training rescue simulation at Flight Physiology Water Survival Training School, Naval Base Norfolk.

Photo by PHAN Sommer R. Howell



INCOMING

An Explosive Ordnance Disposal team and SEAL personnel practice Specia Insertion and Extraction (SPIE) techniques from an SH-60 *Seahawk* aboar USS *Dwight D. Eisenhowe* (CVN 69).

Photo by PH2 Leland B. Comer

RINGSIDE SEAT

AOAN Rudy Liverpool from Philadelphia, and AO3 Deejay Chiles from Tampa, Fla., spar together in Hanger Bay 1 aboard USS *Dwight D. Eisenhower* (CVN 69).

Photo by PH3 David E. Carter II





CIRCUIT TRAINING

AW2 Ronald Schafer from Potosi, Wis., speaks on the radio telephone circuit during Anti-Submarine Warfare (ASW) training inside the Aviation Warfare Module aboard USS *Kitty Hawk* (CV 63) in the Western Pacific Ocean.

Photo by PH3 Chris D. Howell

Dolphins play next to USS *Navajo* (T-ATF 169) during a training exercise off the coast of Southern California.

Photo by ET1 Gary Chiswick Sr.

WATER FOLLIES



TO BE CONSIDERED

forward your high resolution (5"x7" at 300dpi) images with full credit and cutline information, including: full name, rank and duty station. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date.

Commands with digital photo capability can send attached .jpg files to: navynewsphoto@hq.navy.mil

Mail your submissions to:
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NAVAL MEDIA CENTER,
2713 MITSCHER RD., S.W.
WASHINGTON, D.C.
20373-5819

10X teaser

Working with this piece of equipment will help you snap to. What is it?

Photo by JO1 Preston Keres

Last Month's answer:





Circuits from the forward electrical load center, which controls a multitude of P-3 avionics, engine controls, hydraulic systems and instruments.

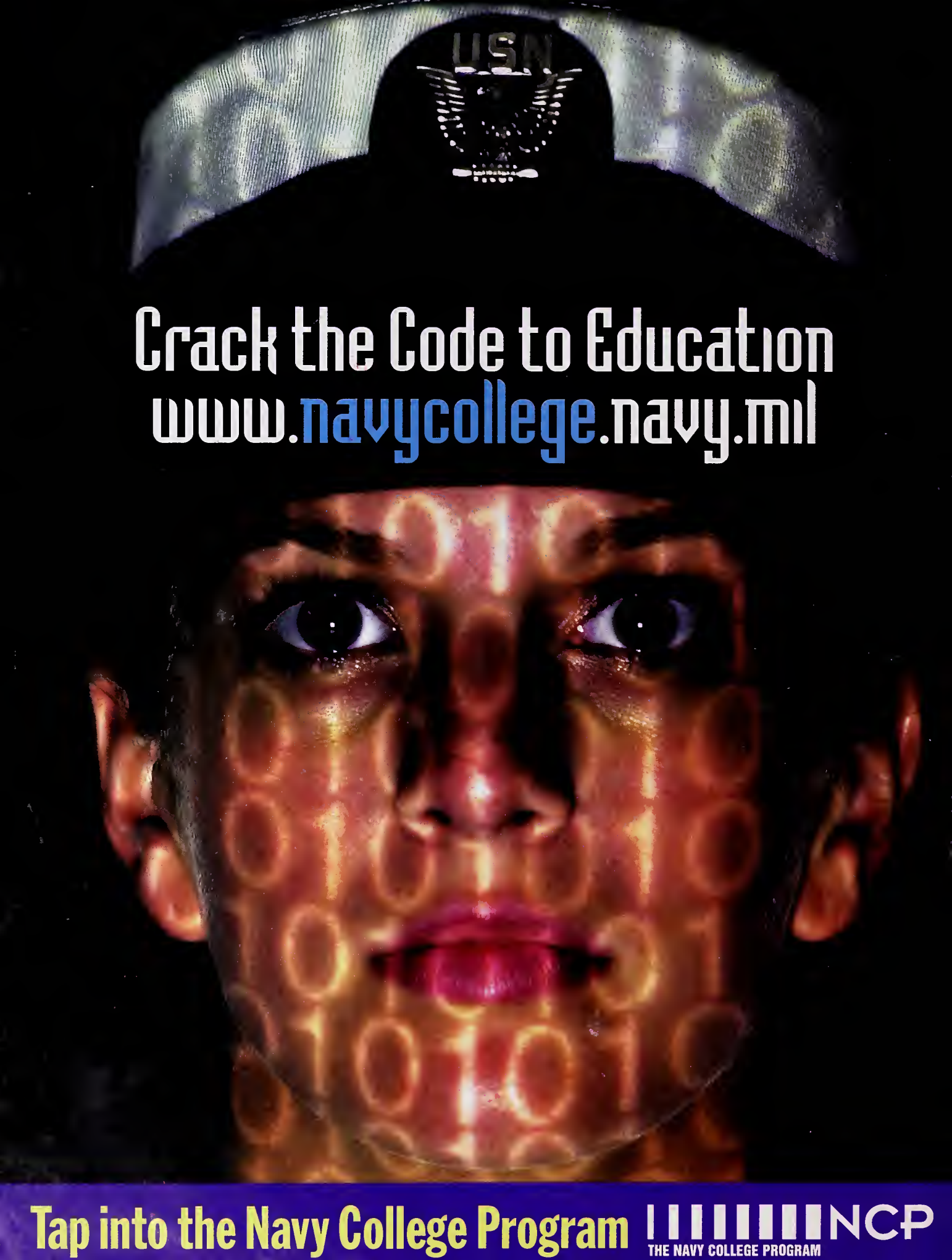
Photos by PH2 Aaron Ansarov

Go to our website at www.mediacen.navy.mil or wait for next month's inside back cover to learn the answer...



National POW/MIA Recognition Day
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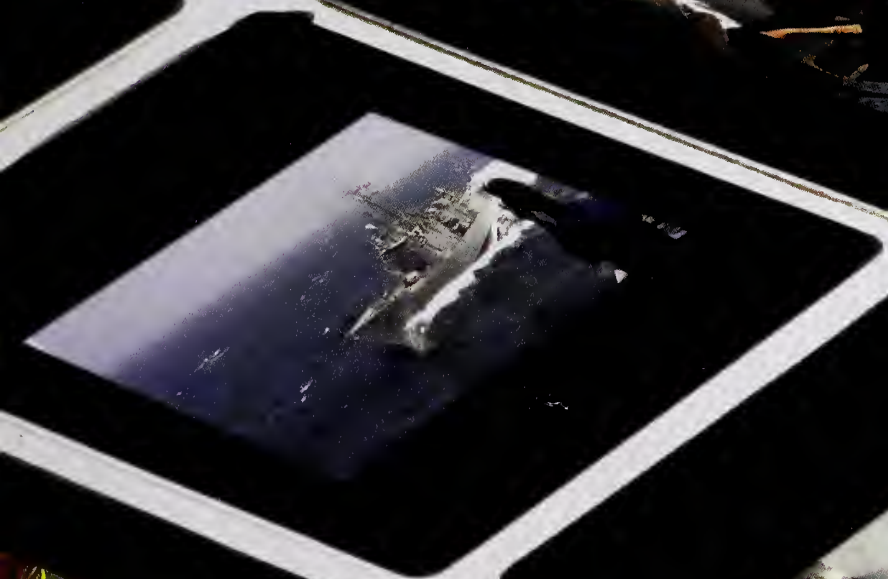
All Hands

MAGAZINE OF THE U.S. NAVY OCTOBER 2000

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Welcome to the **7th Annual "Any Day in the Navy"** issue of *All Hands*. Sailors throughout the fleet joined us May 21-27 in a common pursuit to illustrate a typical day in the Navy. The results of their efforts are contained within.

True to form, each picture here has a powerful story to tell. During that typical week in May, nearly half of our 314 ships were at sea, and 101 of those were forward deployed around the world. Our naval forces were providing forward presence, conducting exercises and adding stability in places like the Persian Gulf, the Western Pacific and the Balkans.

Within these pages are images that capture a split-second of humanity in a dynamic, challenging and sometimes harsh world. These photos cut through the haze; they show us shipmates and tell us about life. They remind us of friendships past and present. They depict the travel, the adventure, the education and the skills training we joined for — whether it was last year or 20 years ago. They show us the technology of tomorrow, and the warrior spirit of more than 225 years of history. Most of all, these photos tell us about a shared vision of excellence and service, about the Honor, Courage and Commitment of today's Sailor. They tell us about ourselves.

More than 1,300 submissions were received for this year's **"Any Day in the Navy"** issue; the task of paring them down was formidable. The staff of *All Hands* greatly appreciates the efforts of everyone who took the time to record their little piece of history.





USS *Normandy* (CG 60) is silhouetted against an Atlantic Ocean sunset during Joint Task Force Exercise (JTFEX) with USS *George Washington*'s Battle Group.

Photo by PH2 Shane McCoy

Marines of the 24th Marine Expeditionary Unit, board a CH-46 *Sea Knight* helicopter from HMM-263 operating off USS *Wasp* (LHD 1) during Exercise *Dynamic Mix 2000.*

Photo by PH2 Alan Warner



On board USS *Dwight D. Eisenhower* (CVN 69), AC3 Steve Craig from Hillside, N.J., ensures the information plotted on the land status board is correct.

Photo by PHAN Alisha Clay





The navigation detail aboard USS *Columbus* (SSN 762) carefully guides the submarine into a Guam harbor for a short port visit.

Photo by PH2 Alan D. Monyelle





MU3 Shaun Doolittle gets with the beat during the 6th Fleet band's rehearsal for one of their many Morale, Welfare and Recreation shows.

Photo by PH2 Jett Dempsey

THE DAY IN NAVY

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U.S. NAVY
LCAC
LCAC-34

ANY DAY IN THE NAVY



Landing Cushion Assault Craft of Assault Craft Unit 4 await their next deployment at Naval Amphibious Base Little Creek, Norfolk.

Photo by PH3 Latunya Howard



AC2 Tammy Kwaiter, from San Diego operates the marshal control station in the carrier air traffic control center aboard USS *John C. Stennis* (CVN 74) to keep approaching aircraft at safe interval and track aircraft fuel states and conditions.

Photo by PH3(AW) William C. Rowlett

AN James Brown mans a fire plug during a fire drill onboard USS *Inchon* (MCS 12).

Photo by PH3 Aaron Lane





LCDR Eric Anderson, commanding officer of USS *Grasp* (ARS 51), pulls his scuba regulator from the water before leaving the surface on a training dive in the Mediterranean Sea.

Photo by PH1(DV) Andrew McKaskle

ONE IN THE DARK



From left to right, QM3(SW) Jose Garcia Ruiz, QM1(SW) Robert Brown and SM3(SW) Steven Hood conduct Quartermaster of the Watch training on the bridge of USS *Philippine Sea* (CG 58).

Photo by IS1 Gerry Walker



Members of Helicopter Combat Support Squadron 5 in Yigo, Guam, perform preventive maintenance on a CH-46 helicopter.

Photo by PH3 Marjorie McNamee



BU1(SCW) Martin Lanich routes wood for a specialized display case at Naval Air Station Oceana, Va.

Photo by PH3 Aaron Peterson



ANY DAY IN THE NAVY

FN Adrien Edwards, from Latta, S.C., brazes two pipes together on USS *Dwight D. Eisenhower* (CVN 69) during a recent six-month deployment to the Persian Gulf.

Photo by PHAN Alisha Clay

AD2 Jason Woods, of New Castle, Pa. from Fighter Squadron 211, gives two thumbs up after checking an aircraft for leaks, damage or other hazards. His signal to the catapult officer indicates that it is safe to launch aircraft from the flight deck of USS *John C. Stennis* (CVN 74).

Photo by PH3(AW) William Rowlett





MM3(SS) Jason Lyell, from Bradford, Tenn., prepares for torpedo tube maintenance on board USS *Albany* (SSN 753).

Photo by PH3 Tammy Moore

Operations Specialist Class 00311, from Dam Neck, Va., enjoys liberty during a Norfolk Tides baseball game at Harbor Park in downtown Norfolk Waterside. The class was awarded liberty for their outstanding performance during Operations Specialist "A" school training.

Photo by PH1 Johnny Bivera



ANY IN THE NAVY



AZ3 Valerie Roberts from Miami, buckles up her two-year-old daughter, Deja, as they prepare to go home after a long day at Naval Air Station Jacksonville, Fla.

Photo by PH2 Toiete Jackson



AN Amber Dickerson and AN Malisha Donahue prepare a S-3B *Viking* for its next launch on board USS *Abraham Lincoln* (CVN 72).

Photo by PH3 Michael Watkins



ANY DAY IN THE NAVY

MMCM(SS) Tommy Lewis, MM1(SS) Melvin Mudderman, YN3(SS/DV) John Croseand and YN2(SS) Terrance Ellis are a focused control party on board USS *Portsmouth* (SSN 707).

Photo by LTJG Erik Fox



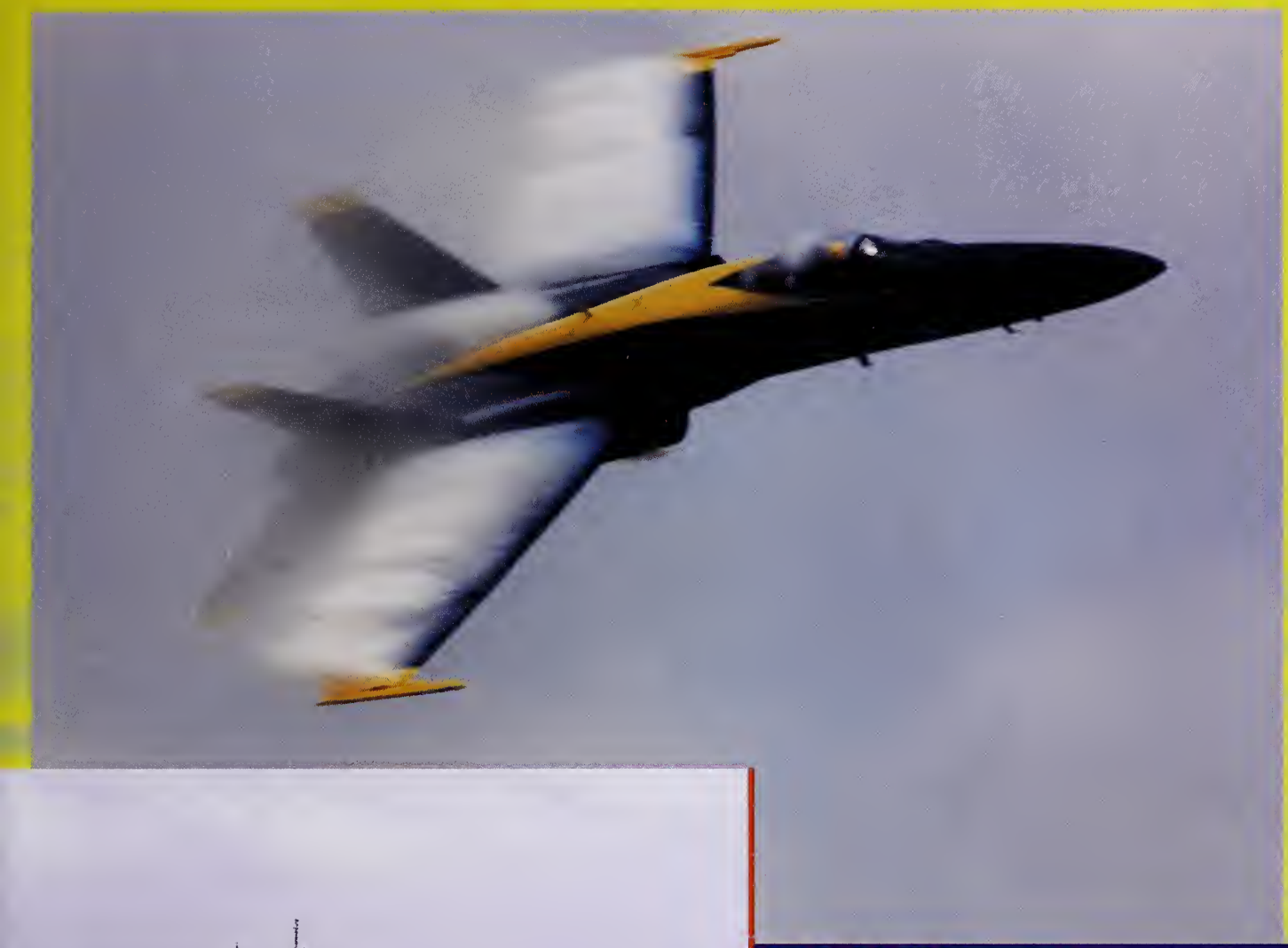


BM2(DV) Francis Yaden, from Scottsville, Tenn., performs air leakage checks on his helmet before getting into the water for a deep sea training dive. Yaden is attached to Mobile Diving Salvage Unit 1, Pearl Harbor.

Photo by PH3 Terry Vick

LT Kevin Bland talks to another ship on the bridge-to-bridge radio telephone on board USS *Abraham Lincoln* (CVN 72).

Photo by LT Rem Smith



With his jet draped in a blanket of condensation, Blue Angel Pilot LCDR Scott Ind goes to the extreme while performing a sneak pass.

Photo by PH1(SS) Steven Van Der Werff



An LCAC (Landing Craft Air Cushion) of ACU-4 embarks USS *Wasp* (LHD 1).

Photo by PH1 Phil Pruitt

ANY IN THE DAY NAVY



SEAL Team 2 member OS3 Michael Weyrauch, of Eaton, Ohio, puts the final touches of camouflage paint on Ashley Layne. The public was invited to see the special operations force conduct tactical capability demonstrations.

Photo by PHC George Chen



HN Charles Mahon, from Houston, gives two-month old Anthony Quinones his shots, while mom, Dawn Quinones, from Reading, Pa., comforts her son. Mahon is attached to the U.S. Naval Hospital Okinawa, Japan.

Photo by PH2 Anthony Pugliani

ANY DAY IN THE NAVY



Members of Explosive Ordinance Disposal Mobile Unit 11 assigned to NAS Whidbey Island, Wash., prepare to board a helicopter for over-water training qualifications.

Photo by
PH1 Kurt Draper



A recovery crew executes post recovery checks on an F-14B *Tomcat* attached to Fighter Squadron 143.

Photo by PH3 Josh Treadwell



ENS Lori M. Thomas, of Belmont, Calif., videotapes the newborn baby girl of proud parents Reginald and Willette White at National Naval Medical Center, Bethesda, Md.

Photo by PH1(AW) Sean P. Jordan



Kimberly Laughlin, from Paducah, Ky., daughter of MNC John Bray, receives her First Holy Communion from LCDR (Chaplain) Kent McCord, at the Tree of Life Chapel, U.S. Naval Forces Marianas, Guam.

Photo by PH3 Crystal Brooks



The U.S. Navy Presidential Honor Guard prepares to render military honors at Arlington National Cemetery.

Photo by PH3 Derrick Jones



THE OLYMPIAD



Four-year-old Brittany Fening, from Bremerton, Wash., waves her flag at Sailors participating in the local Armed Forces Day Parade.

Photo by Wendy Hallmark

ANY DAY IN THE NAVY

AMS1 Arnold Robertson, of Akron, Ohio, installs a hydraulic line in the tail section of an F-14 *Tomcat* at Naval Air Station Oceana, Va.

Photo by PH3 Martine Cuaron





The *Arleigh Burke*-class destroyer USS *Russell* (DDG 59) pulls away from USS *John C. Stennis* (CVN 74) following an underway replenishment (UNREP) of 100,000 gallons of fuel from the aircraft carrier.

Photo by AW1 Benjamin J. Kuntz



HN Sergio Hernandez performs one of his many daily duties in the blood bank at Naval Hospital Naples, Italy.

Photo by PH2(SW) Jett Dempsey



A flight deck director taxis an F/A-18 *Hornet* into position for launch on board USS *John C. Stennis* (CVN 74).

Photo by PH3 Joshua Langhus



MN2 Laura Rodriguez, from Waukegon, Ill., cleans USS *Kingfisher*'s (MHC 56) mine neutralization vehicle, nicknamed "Shania," after pulling into the Sea Terminal at Port Huron, Mich.

Photo by LT Scott McIlnay

ANY DAY IN THE NAVY

ANY DAY IN THE NAVY



As U.S. Naval Academy midshipmen march in the colors parade on Worden Field, Annapolis, Md., they are joined by a future midshipman getting a little drill practice.

Photo by Ken Mierzejewski





FCC(SW/AW) Jeffrey Coufal passes between his fellow chiefs as he departs duty aboard USS *Wasp* (LHD 1) during a Mediterranean deployment.

Photo by PH2(AW) Brett A. Dawson



HMCS (SW) Steve Millican, of Jacksonville, Fla., and LTJG Mark Henzel, of Mayfield, Ky., aid a stranded mariner off the coast of Puerto Rico. The man had been adrift for three days.

Photo by Chaplain (LT) Dan Stallard



DC2 Paul Bershers, from Long Island, N.Y., stands boiler console operator duty aboard USS *Wasp* (LHD 1).

Photo by PH2 Alan Warner

LT Hung Cao swims along the bottom of the Mediterranean Sea during a training dive from USS *Grasp* (ARS 51).

Photo by PH1(DV) Andrew McKaskle





The crew of USS *Florida* (SSBN 728) reach the summit of Mount Hood near Portland, Ore.

Photo by MT1(SS) Kristian Tafte

ET1 Timothy Maroney plays his harmonica while waiting for the small boat to take him to Lahaina, Maui, during the Tiger Cruise aboard USS *Los Angeles* (SSN 688).

Photo by STS1(SS) Greg Smith



AEAN Leslie Jenkins, of Aurora, Mont., and AW3 Michael Carr, from Portland, Texas, perform a voltage check in the Basic Troubleshooting Laboratory at the Naval Aviation Technical Training Center, NAS Pensacola, Fla.

Photo by AE1(AW/MTS) Carey

LCDR (Dr.) Dan Sewell drills into a patient's kneecap during knee replacement surgery at National Naval Medical Center, Bethesda, Md.

Photo by HM2(SW) Michael Morgan



Navy SEALS practice "helo casting" off the coast of Southern California.

Photo by CAPT Kreg Kowarsch



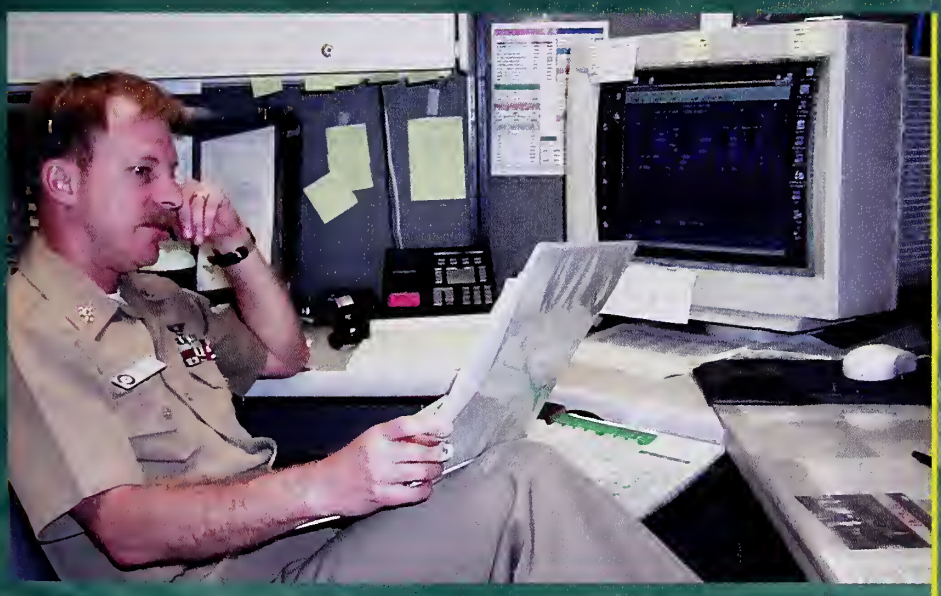


ABH2(AW/SW) Gary Nolan, from Houston, and ABH3 Javier Fuentes, from Los Angeles, take a few moments out of a busy day to relax on the flight deck of USS *John C. Stennis* (CVN 74) while on their way to Australia for port calls in Perth and Hobart.

Photo by PH3 J. Alston Farrally

Basic Underwater Demolition (BUDs) trainees try to keep their spirits up while running boat drills at Naval Amphibious Base, San Diego.

Photo by PH2 Aaron Ansarov



While looking through the latest requisitions, ABCM(AW) Cliff Weber, from Tucson, Ariz., Aviation Boatswain's Mate CPO Detailer at Navy Personnel Command, Millington, Tenn., discusses available billets with a Sailor.

Photo by JO1 Daniel Pearson



On board USNS *Yukon* (T-AO 202), Cadet Sheila Maude, from the California Maritime Academy, plots the ship's position while pulling into port in Yokosuka, Japan.

Photo by PH3(AW) Jinell Jean Olson

The sun rises over a pair of P-3C *Orions* on the flight line at Naval Air Station Jacksonville, Fla.

Photo by PH2(NAC) Michael Lea



Children from the Philippine-American Association of Sasebo, Japan, perform the Tinikling, a traditional Philippine dance, during an Asian/Pacific Islander heritage celebration.

Photo by PH1(AW) Essex Moore



DT2 James King from Tremont, Calif., dries the mouth cast of a recent patient at the Dental Clinic in Guam.

Photo by PH3 Marjorie McNamee





Max, a patrol dog for Commander, Fleet Activities Yokosuka Security, gets a little afternoon exercise with MA2 Arnold Fisher of Greenwood, S.C.

Photo by PH2(AW/SW) David Levy

IC3 (SW) Rich Demmerle, from Palatine, Ill., troubleshoots USS *Wasp*'s (LHD 1) main inter-communications switch board.

Photo by PH2 Alan Warner



ANY DAY IN THE NAVY



EO3 Jess Rohrbach, from Reading, Pa. resets a pneumatic rock drill.

Photo by PH3 Marjorie McNamee



USS *Kingfisher* (MHC 56), a U.S. Navy coastal minehunter, sits serenely against the Toledo, Ohio, skyline. *Kingfisher*, homeported in Ingleside, Texas, visited Toledo as part of the annual Great Lakes Cruise.

Photo by LT Scott McIlnay



EO3 John S. Thompson, from Naval Mobile Construction Battalion 40, uses a burn barrel to heat tools so hot asphalt will not stick to them during a paving project on Gabgab Beach, Santa Rita, Guam.

Photo by PH1(SCW/SW) Braxton Plunkett



FC3 Art Davis, left and FC3 Steven Drinkwater reassemble Mount 22 of the close-in weapons system aboard USS *Carney* (DDG 64).

Photo by JOC Kaylee Eger



ANY DAY NOW

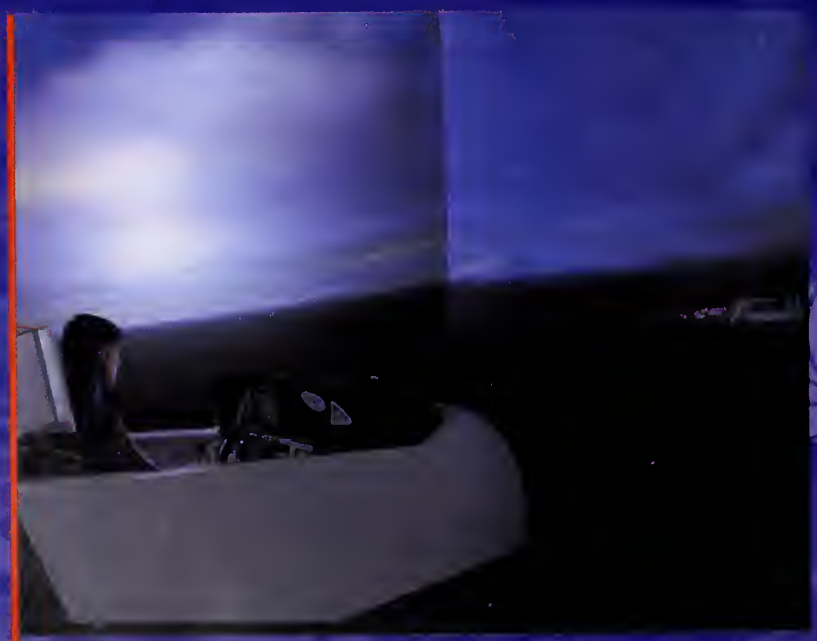
AB1 Adrian Des'Hotel, from New Orleans sits on a cargo dolly, with AB3 Ronald Manning, of Tulsa, Okla., and AB3 Shawn Brinkman, of Lake Linden, Mich., on a no-fly day aboard USS *Dwight D. Eisenhower* (CVN 69) while transiting the Red Sea.

Photo by PH3 David Carter



A local Amish worker harvests lumber at Naval Surface Warefare Center, Crane, Ind., where wood for the Navy's oldest ship, USS *Constitution* is grown.

Photo by William Eisele



CAPT Don Gagnon clocks simulator time in the lab at Naval Air Warfare Center, Orlando, Fla.

Photo by Don Smith



USS *Alabama* (SSBN 731) cruises at high speed on the surface as she approaches the Naval Submarine Base at San Diego following the completion of the sub's 50th deterrent patrol.

Photo by PH1 Mark A. Correa



NC1 Rick Cox, from Indianapolis, and ET1 Larry Brock, from Springfield, Ohio, hand out Navy key chains to a high school crew team while they wait to tour the coastal mine hunter ship USS *Kingfisher* (MHC 56). *Kingfisher* was visiting Toledo during the U.S. Navy's annual Great Lakes Cruise.

Photo by JOC Fred Kerner



During joint U.S. Navy and Moroccan dive operations, a Moroccan diver steps to the deck edge of the auxiliary rescue and salvage ship USS *Grasp* (ARS 51) before entering the water on a training dive. *Grasp* is on a routine six-month deployment to the Mediterranean Sea.

Photo by PH1 Andrew McKaskle





Personnel attached to Naval Air Facility Misawa, Japan, start off on the 1.5-mile run during their semi-annual physical readiness test.

Photo by PH1 Andrew Miller

SMSN Hubbard Norketa, from Memphis, Tenn., signals USS *Shiloh* (CG 67) during *Rim of the Pacific* training exercises.

Photo by PH3 Mark Mollinado

ANY DAY IN THE NAVY



SN Lance McClure, from Worland, Wyo., and SN Ryan Richardson, from Detroit, whip lines that will support fenders in the well deck on board USS *Essex* (LHD 2). The whipping, or wrapping of string around the ends of larger lines, prevents fraying.

Photo by PH1 Steven Cooke



OSSA Kris Odero takes aim in a "use of cover" drill at the Naval Technical Training Center Detachment, Lackland Air Force Base, Texas.

Photo by MAC(SW) Keith Kelley

ANY DAY IN THE NAVY



LT Al Williams from Soldotna, Alaska, answers the phone in the Combat Direction Center aboard USS *Abraham Lincoln* (CVN 72). Williams was qualifying to stand the Tactical Action Officer watch in preparation for a Western Pacific deployment.

Photo by PH2 Drew Rosenfelt



In the cold iron trainer, FR Jose Muniz demonstrates the proper procedures for evacuating an engine room suddenly consumed by a Class B fire, during a training session at Service School Command, Great Lakes, Ill.

Photo by LT Alexandra Bennett



STG1 Ted Nagamine assigned to Commander, Naval Forces Japan, checks the connector of a fiber optic cable prior to shipboard installation.

Photo by PH1 Russell Wolfkiel





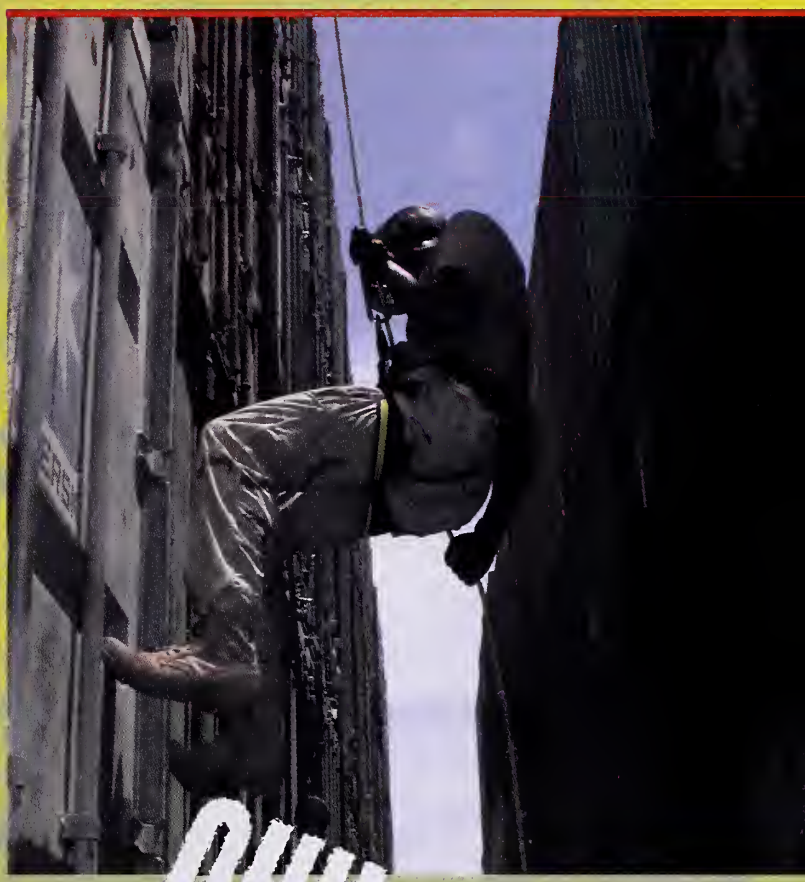
SMSA Tasha Wright, of Tyler, Texas, signals another ship from USS *Grasp*'s (ARS 51) signal bridge, while deployed to the Mediterranean Sea.

Photo by PH1(DV) Andrew McKaskle



Graduates of the Class of 2000 at the U.S. Naval Academy, Annapolis, Md., explode into a frenzy of celebration during the ritual hat toss, signifying the completion of school and their future as naval officers.

Photo by PH2(AW) Jim Watson



During Maritime Interception Operations in the Arabian Gulf, a boarding team member from the guided-missile cruiser USS *Lake Champlain* (CG 57) repels off the top of merchant cargo containers stacked 40 feet above the deck of *Puerto Cortes.*

Photo by PH1 Charles Abell

ANY DAY IN THE NAVY



USS *John S. McCain* (DDG 56) undergoes refitting while in the drydock at Command, Fleet Activities Yokosuka, Japan.

Photo by PHAN Lamel J. Hinton



From left to right, members of USS *Inchon*'s (MCS 12) deck department, SN Nari Muhammad, SN James Small, BM3 Ed Johnson, BM3 David Caulderon, BM3 Daniel Valdez, SN Eric Wolf and SN Andre Brissaud practice man overboard drills.

Photo by PH3 Aaron Lane

ANY DAY IN THE NAVY

Members of Patrol Squadron 47 conduct a FOD walk down as the sun rises over Kaneohe Bay Marine Corps Base, Hawaii.

Photo by PH2(AW/NAC) Andrew Rutigliano



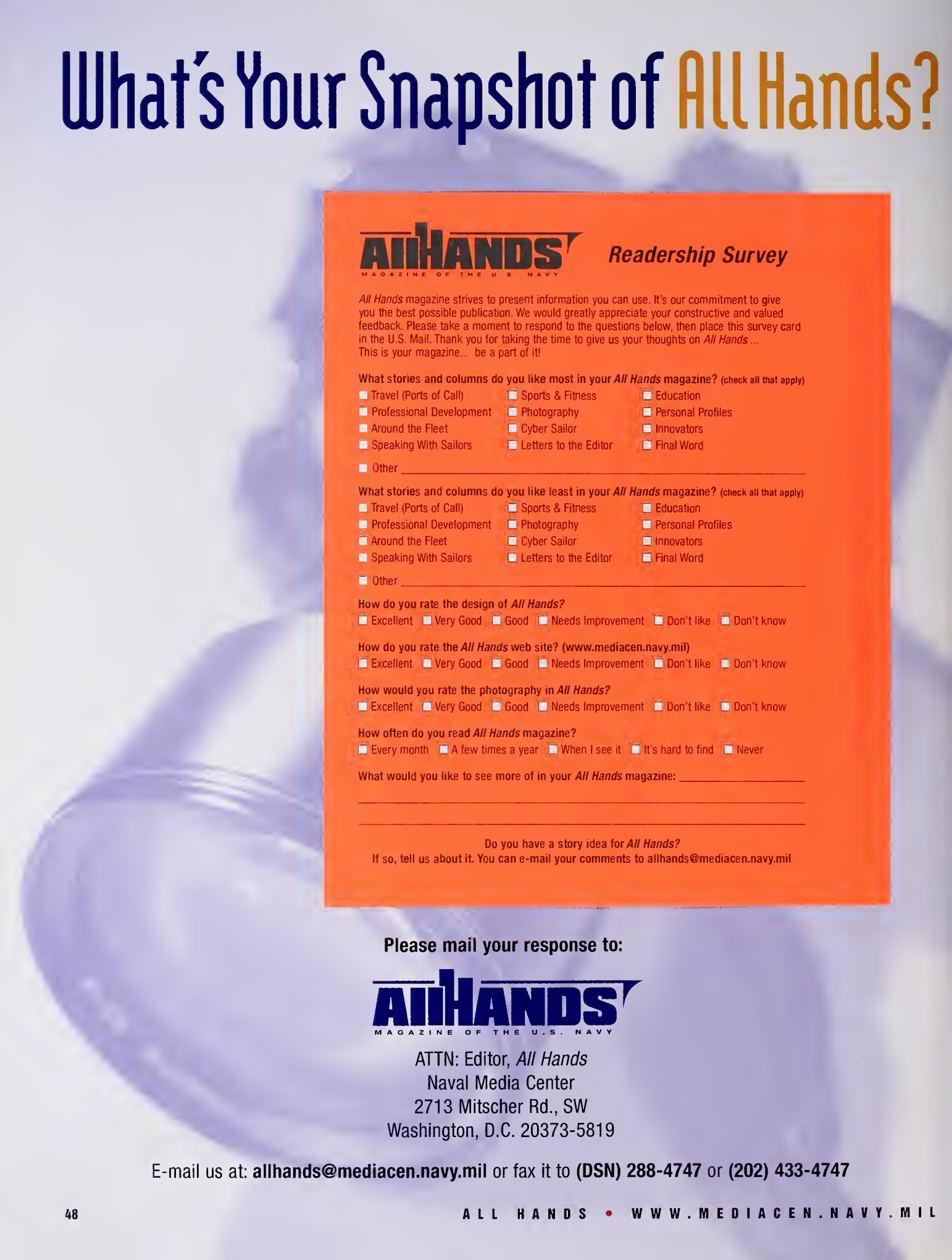




MS2(AC) Rodney Kayes, from Spring Valley, Ohio, and MS3 Paul Maloney, from Philadelphia, prepare flamed vegetables for a luncheon for the Hungarian ambassador during her visit to Regional Headquarters Allied Forces Southern Europe, Naples, Italy.

Photo by Alan Burns

What's Your Snapshot of All Hands?



ALL HANDS
MAGAZINE OF THE U.S. NAVY

Readership Survey

All Hands magazine strives to present information you can use. It's our commitment to give you the best possible publication. We would greatly appreciate your constructive and valued feedback. Please take a moment to respond to the questions below, then place this survey card in the U.S. Mail. Thank you for taking the time to give us your thoughts on *All Hands* ... This is your magazine... be a part of it!

What stories and columns do you like most in your *All Hands* magazine? (check all that apply)

- ☐ Travel (Ports of Call)
- ☐ Professional Development
- ☐ Around the Fleet
- ☐ Speaking With Sailors
- ☐ Sports & Fitness
- ☐ Photography
- ☐ Cyber Sailor
- ☐ Letters to the Editor
- ☐ Education
- ☐ Personal Profiles
- ☐ Innovators
- ☐ Final Word
- ☐ Other _____

What stories and columns do you like least in your *All Hands* magazine? (check all that apply)

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- ☐ Other _____

How do you rate the design of *All Hands?*
☐ Excellent ☐ Very Good ☐ Good ☐ Needs Improvement ☐ Don't like ☐ Don't know

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☐ Every month ☐ A few times a year ☐ When I see it ☐ It's hard to find ☐ Never

What would you like to see more of in your *All Hands* magazine: _____

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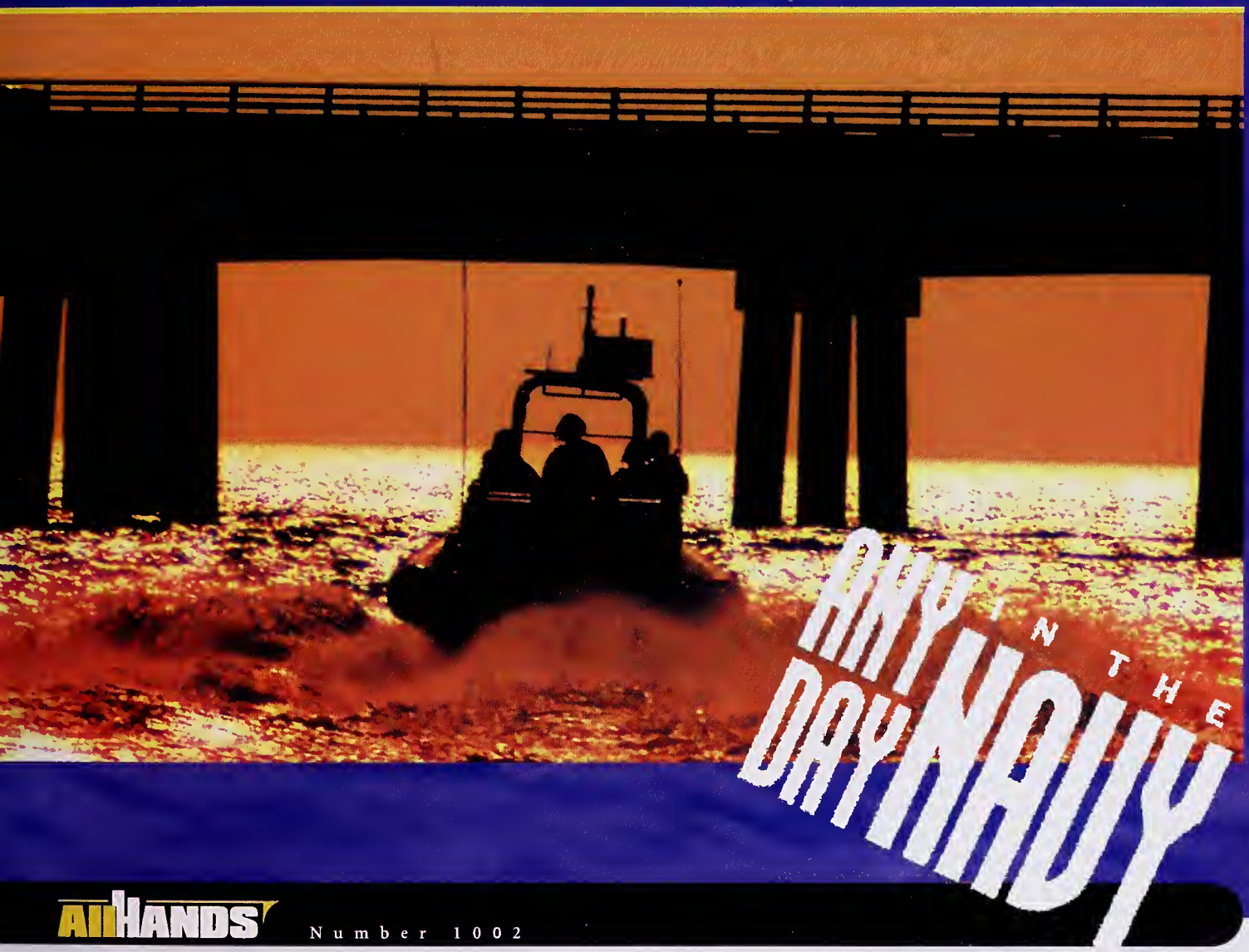
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If so, tell us about it. You can e-mail your comments to allhands@mediacen.navy.mil

Please mail your response to:

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A naval special warfare detachment conducts joint training operations in open waters off Virginia Beach, Va.

Photo by BM2(SW/CC) Michael Esposito

ANY IN THE DAY NAVY

All Hands Number 1002

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The Honorable Richard Danzig

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ADM Vern Clark

Chief of Information
RADM Stephen R. Pietropaoli

Commander, Naval Media Center
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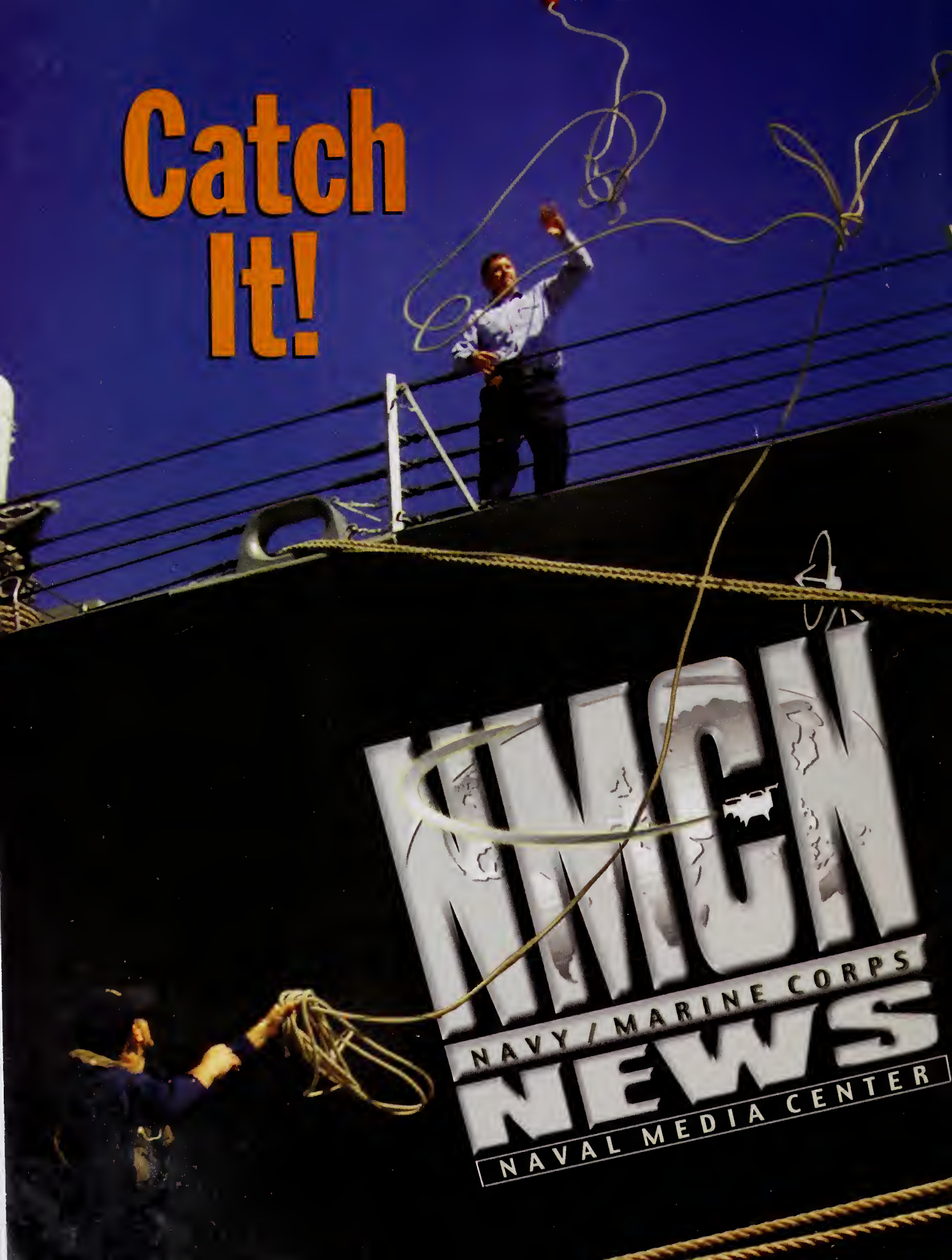
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Catch It!



NMCN

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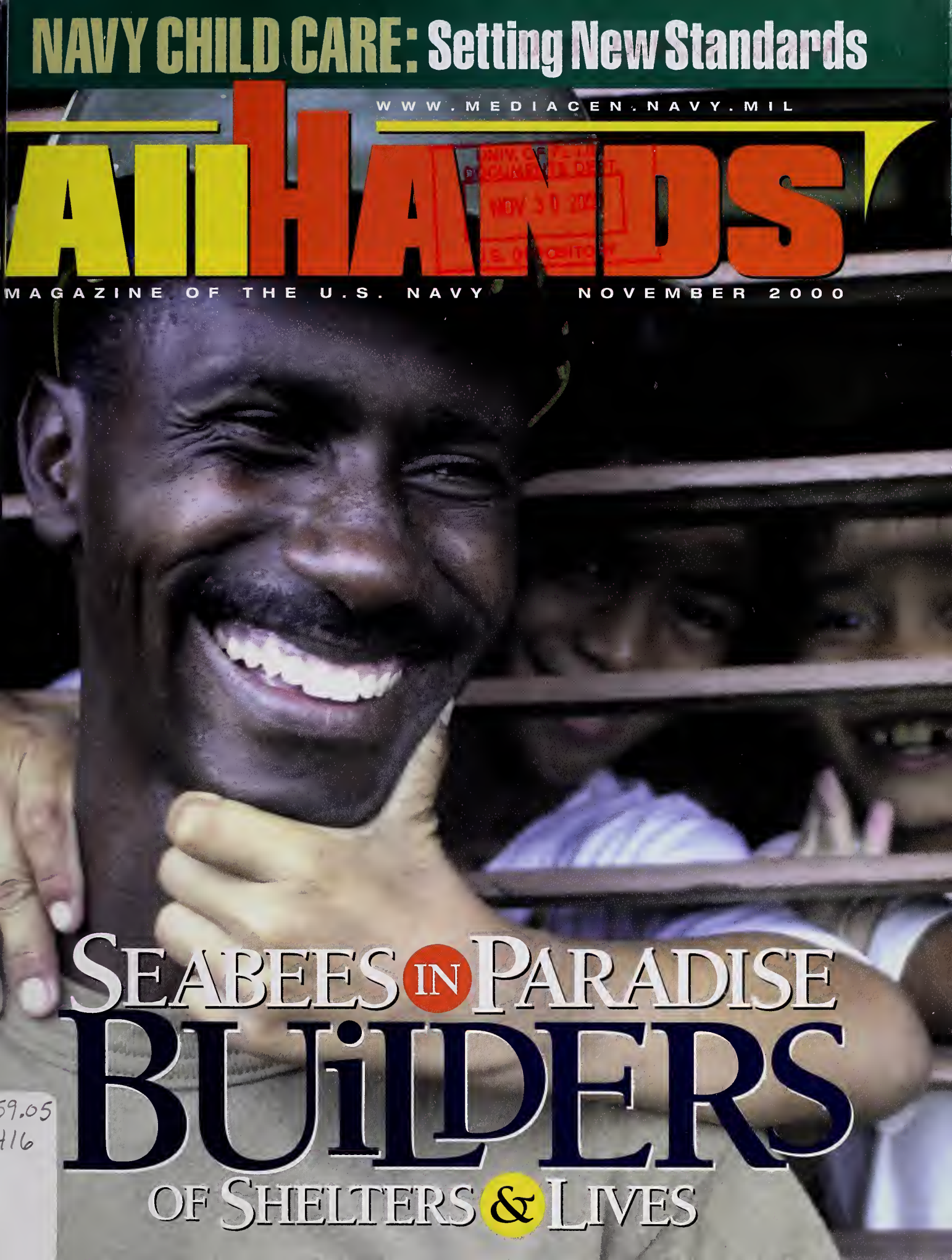
NAVY CHILD CARE: Setting New Standards

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All Hands

MAGAZINE OF THE U.S. NAVY NOVEMBER 2000

NOV 3 0 200



SEABEES IN PARADISE

BUILDERS

OF SHELTERS & LIVES

59.05
H16

All Hands

November

Features

13 CNO Visits Fleet in San Diego
The Chief of Naval Operations, ADM Vern Clark, discusses his vision for the future of the Navy as he and the MCPON meet with Sailors in Southern California.

16 Millennium Sailors Take Washington by Storm
Meet the four Sailors of the Year and find out how their hard work, dedication, and their spouses helped them achieve this high honor.

20 "I did it for the kids"
Though small in numbers, Sailors from Commander, Naval Forces Korea provide a big community service to a Seoul orphanage.

24 Bees of the Islands
Find out how Navy Seabees get involved with humanitarian efforts in tropical wonderlands.

32 Incredible Journey
Ride along with an NAS Fallon, Nev., Sailor as he bikes across America to make a change in his life and the lives of others.



Photo by JOC Robert Benson

All Hands

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umber 1003

U OF F LIBRARY

38 The Duty of Development

The military is setting unprecedented child care standards that are praised as a model for the civilian sector.

44 Planning for the Future

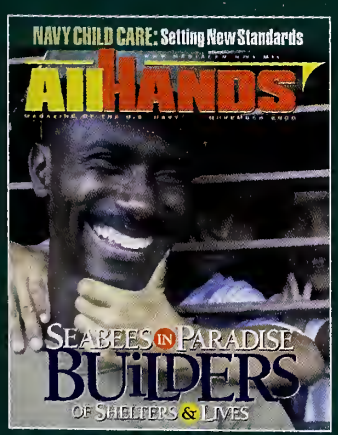
It's not too early to gain helpful advice and direction on how to make your money work for your retirement.



Photo by PHAN Saul Ingle

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52	The Final Word



On the Front Cover

UT2 Duane Odom, a Seabee assigned to Naval Mobile Construction Battalion 74, takes a break from building a schoolhouse in the Republic of the Philippines to spend time with the local school children. The kids urged the East St. Louis, Ill., native to do the "Whazzup" gesture made famous in recent television commercials.

Photo by JOC Robert Benson

Next Month

All Hands takes Sailors on a trip to explore duty and liberty in the Far East.

All Hands
WINNER

2000 APEX Awards for Publication Excellence

Silver Anvil

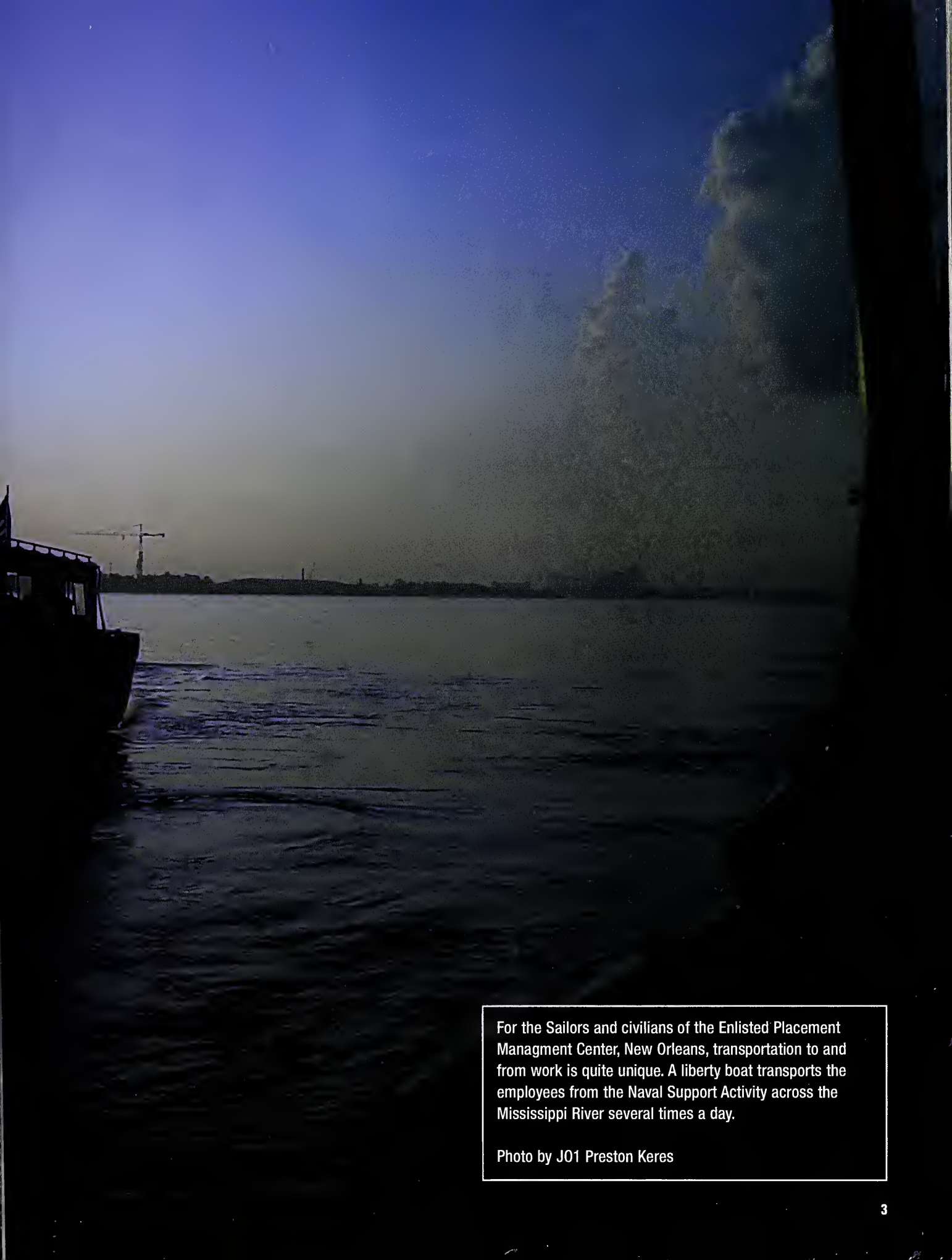
2000
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Rush Hour





For the Sailors and civilians of the Enlisted Placement Managment Center, New Orleans, transportation to and from work is quite unique. A liberty boat transports the employees from the Naval Support Activity across the Mississippi River several times a day.

Photo by JO1 Preston Keres







Around the Fleet

Editor,

Bravo Zulu on the article on recruiting in Times Square, N.Y. I understand you have received some negative inquires from the fleet regarding the inside cover photo. I feel it is a great photo and I will be glad to address any concerns. GM1 Jusino and his team of Harlem recruiters are true professionals who are on duty 24x7 manning the fleet.

Most of my recruiting team, as well as myself, grew up on the streets of New York and are indebted to the Navy for giving us an opportunity. In my 19 years in the Navy, I have never served with a more professional and superb group of Sailors.

Keep up the great work.

CDR Ed Gehrke
Navy Recruiting District NY
co_ly@cnrc.navy.mil

Editor,

While I live in San Diego and personally witness the hundreds of improvements in the quality of life for our Sailors, I am continually amazed at the quality of this marvelous publication. I want to commend each and every member of the *All Hands* staff, both officer and enlisted, who are responsible for producing a periodical second to none.

"Well Done," shipmates and Thank You!

Ret. YNCM Richard M. Rogers
San Diego

Editor,

I was a plank owner in the JO rating and retired on 20 in 1968 as a JOCS. Although I had been too busy running a public relations business since then to have much contact with the Navy, I ran across some copies of *All Hands* recently, and was really impressed with the photography and the quality of your writing.

The photography, especially, is reality-based, imaginative and exciting, and at a level we could only aspire to but rarely reach in the old days because of stifling creative restrictions. And what a delight to see all those JOs and PHs on your staff and in the fleet getting bylines and the recognition they deserve for doing great work.

Ret. JOCS Joe Brazan
Chino Hills, Calif.

BY THE Numbers

4

Four superstar Sailors traveled to Washington, D.C., for their frocking as the Navy's *2000 Sailors of the Year.* Let us introduce you to them. (See story, Page 18)

38

Every week or so, you can find U.S. Sailors, building, cleaning and helping out the 38 Korean orphans at the Hye Sim Won Orphanage, Seoul, Korea. (See story, Page 20

3,250

The number of miles Religious Programs Specialist 3rd Class John Tarr covered in 48 days by bicycle during the "Big Ride Across America." (See story, Page 32)

15

In 1985, DOD's Child Care program was on very shaky ground, but 15 years later, Military Child Development Centers are hailed as the model for all to follow. (See story, Page 38)

SHIPMATES



Legalman First Class (SW) Lisa G. Ellis, was selected as 1999 Sailor of the Year for Naval Legal Service Command. The Martinsville, Va., native is assigned to the U.S. Navy, Trial Service Office Europe and Southwest Asia Detachment, Rota, Spain. In addition to court reporting, Ellis found time to coach the base girls' soccer team and was selected for Chief Petty Officer.



Aviation Machinist's Mate 1st Class (AW) Valentino M. Cortez was selected as HSL-43's Shore Sailor of the Year for 1999. The San Diego, resident was recognized for his exceptional supervisory and organizational skills, meticulous attention to detail and grasp of the Naval Aviation Maintenance Program (NAMP).



Engineman 1st Class (SW/DV) Neil E. Wolfe was selected as the 1999 Senior Sea Sailor of the Year for Mobile Diving and Salvage Unit 2, Little Creek, Va. Wolfe, a native of Sterling, Ill., is assigned as the Alpha Detachment Assistant LPO, 3M work center supervisor and the Unlimited Diving Supervisor.



Aviation Electronics Technician 1st Class (AW/NAC) Aaron J. Comes was selected as the 1999 Sailor of the Year for Naval Air Reserve Anti-Submarine warfare Training Center, Willow Grove, Pa. Comes is currently assigned as the Primary P-3 CNARF NATOPS In-flight Technician Evaluator, International Military Student Officer and President of the First Class Association.

Editor,

I am a Navy SEABEE, and as one, I feel that *All Hands* does not show enough SEABEEs or feature enough articles about them in your publication. I say "your publication" because why should I show interest in something that does nothing for the 'BEEs? One picture now and then isn't enough. Neither is maybe one article out of 50. ...

Why not give the fleet a change of pace, show them the SEABEEs, and let them know that yes, we are Blue and Gold, too? Granted, they probably don't care much for those who stay on land for a deployment, but we're routinely on-site for seven months. I don't think anyone else would want that, nor do I think that they'd work in rain, sleet, snow, ice, mud to your knees or holes filled with waist-deep water. ...

Yet SEABEEs do it every day. Every day, we deal with that, and we can't get an article in *All Hands.*

UT2 Luis Alarcon

Editor's Note: Check out this month's cover story "Bees of the Islands."

Editor,

I just wanted to say that I have seen the latest *All Hands* magazine, and it just keeps getting better every month so keep up the good work .

SH2 Ramon L. Colon
USS *Belleau Wood* (LHA 3)

Master Chief Petty Officer of the Navy
MMCM (SS/SW/AW) Jim Herdt



Speaking with Sailors

The MCPON answered this question from an all hands call during his recent visit to the Defense Intelligence Agency, Washington, D.C.

Q: How are the opportunities improving for women to go to sea?

A: I guarantee you we are much farther along than American society as a whole regarding true equality among the sexes. I'm not saying just being better is acceptable, or what our goal is. Equal opportunity is an ongoing, never-ending process, because as our Navy continues to move forward, equal opportunity for everyone must always be dead center on the radar.

There are more opportunities for women to go to sea today than ever before. This is the closest our Navy has ever been to only seeing its personnel as Sailors, not men and women. Women are serving on more than 100 combatant ships today, of which 19 have only female officers. Approximately 91 percent of the Navy's billets are open for women to serve today. The exceptions are on submarines due to prohibitive habitability modification costs, and with SEALs and Marine support that falls under the direct ground combat exclusion law.

Obviously the opportunities for women to serve at sea are more abundant than ever. But, we are running into a noticeable challenge. I need more senior enlisted women to go to sea and take leadership positions. Women are definitely underrepresented in the senior enlisted communities, and the only way to fix this is to have women take jobs at sea. Our junior enlisted women Sailors come into the Navy fully expecting to serve regular sea/shore rotation tours, with their sea duty on board ships. For a variety of reasons, we can't get enough senior enlisted women wanting to roll to sea.

If we want to continue leading our country with improvements for equal opportunity, this is a key area we must target. There should obviously be more than 23 women in the Command Master Chief (CMC) program, but again, we need more applicants. Serving as a CMC is one of the most rewarding opportunities our Navy has to offer.

> **"There are more opportunities for women to go to sea today than ever before"**

The opportunities are endless for CMCs, and there isn't a job more focused on helping our Sailors build the Navy of tomorrow. It is vital that we have equal representation in these positions. Changing the standards or prerequisites to simplify participation does everyone an injustice — current CMCs, the Navy and most importantly women Sailors.

I'm confident the first woman MCPON is serving today. The only question is if it will be a hard-charging khaki, or if we'll have to wait for one of our bluejackets to grow into the role.

Speaking with Sailors **is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.**

Stay Navy

The Navy has stepped up its efforts to encourage its Sailors to "stay Navy" with the establishment of the Center for Career Development (CCD) at the Navy Personnel Command in Millington, Tenn.

The brainchild of Navy Secretary Richard Danzig, the Center was conceived to help the Navy strike a more equitable balance between recruiting and retention.

"My judgment is that the return on investments in trying to keep the people we have would be richer than increased efforts to recruit yet more people," Danzig said during a recent media availability. "We need to recruit, and we need to recruit vibrantly because we want to bring in junior people at the bottom. But on balance, we should be making more effort to retain the good people we already have."

While retention is and always will be a command responsibility, the CCD has been established to provide the Fleet all the tools necessary to keep the Navy's high-quality Sailors in uniform. These tools will include:

• Enhanced professional training for Navy Career Counselors and Command Retention Teams

• Career decision seminars and workshops for Sailors and their families

• Comprehensive, easy-to-use web-based interactive products to aid Sailors and their families in making informed career decisions

• Consolidation and analysis of the Navy's retention and quality of service data into useful and predictive tools to assist senior leadership in making policy decisions

Establishment of the CCD is part of the Navy's continuing efforts to improve Sailors' quality of service – that is, a balanced combination of quality of life and quality of work. To that end, one of the Center's main objectives is to foster a professional climate in which retention is a culture rather than a single event conducted when a Sailor reaches a career decision crossroads.

The Center will also direct many of its initiatives – such as career decision seminars and web-based information technologies – toward Navy families. The number of married Sailors has risen dramatically over the past 20 years — today almost 70 percent are married. For these Sailors, career decisions are not unilateral. Families play a significant role in the career decision-making process, and the CCD will endeavor to reach them.

For more information on the Center for Career Development and its forthcoming initiatives, see your command career counselor.

One Smart Ship

Any aircraft carrier cuts an impressive profile along the waterfront. But when it comes to shipboard education, the San Diego-based aircraft carrier USS *Constellation* (CV 64) has loomed especially large.

While conducting routine training exercises off the coast of California, Sailors aboard "Connie" found time to earn college credits by taking 229 College Level Examination Program (CLEP) tests and Dantes Standardized Subject Tests (DSST). The day-long "Clep-o-mania" brought the total number of CLEPs and DSSTs administered aboard Connie during the three-week underway period to 447.

The crew of *Constellation* makes up only about 1% of the Navy's population of Sailors, yet "America's Flagship," has accounted for 10.3 percent of the CLEPs and DSSTs this year.

Educational Services Officer, Chief Warrant Officer Rick Izquierdo is proud of how many Sailors have been given the opportunity to earn a college degree or achieve other educational goals while at sea.

"We have recognized 285 people in our past two commencement ceremonies," said Izqierdo. "That's a record."

In fact, the participation rate of Connie Sailors in these types of shipboard educational programs is almost 18 times the average for the Pacific Fleet.

Sailors aboard Connie attributed the high rate of participation to the frequency of opportunities.

"I'm impressed with how many times the ship offers tests," said AT3 Cliff Metcalfe. "They make it very convenient for us."

And working on their education while they're at sea means they have more time for other priorities at home.

"I don't have to worry about it in port, I can use that time to spend with my family." said FC3 David Hardy.

Dr. Sam Taylor, one of the student service coordinators aboard Connie, knows how important it is for Sailors to pursue their education.

"If anybody deserves the opportunity to get an education, it's those who are serving their country," said Taylor. "I got my education in the military and I realize how far it took me after that.

"If Sailors stay in, it helps them in advancements and makes a better Navy. If they want to leave the service, they'll need a degree."

Taylor said that earning a degree at sea will pay off for Sailors.

"Essentially they're doubling their time – they'll have both four years of college and four years of work experience in only four years," Taylor said. "That will put you in the front of any employment line and make you look good in front of any [prospective] employer."

Metcalf agreed that the opportunities aboard Connie are too good to pass up.

"Take advantage of it," he told his shipmates.

By USS Constellation
Public Affairs

On assignment



Photo by PH2 Bob Houlihan

"This month's story on child care really hit home with me since I have two children enrolled in one of the military's child development centers. The information I received while doing the assignment helped to shore up my confidence in military child care and left me with a sense of safety about where my children receive care," said PH2(AW) Jim Watson, who "got small" photographing little ones for this month's feature. "I hope my article, "The Duty of Development" on Page 38, does the same for all of our readers. I came away knowing that whether we are assigned stateside or thousands of miles away serving our country, our children are safely cared for in child care centers that are the best in the world."

Truman Battle Group Completes COMPTUEX

After more than five weeks of hard work, long hours and most importantly, productive training, the USS Harry S. Truman (CVN 75) Carrier Battle Group is one step closer to deployment readiness. The battle group successfully completed its Composite Training Unit Exercise (COMPTUEX) recently, followed by participating in the joint service Fleet Battle Experiment – Hotel before returning to homeport Sept. 1.

COMPTUEX, conducted primarily in the Puerto Rican operating area, was the battle group's intermediate phase of pre-deployment training. During the exercise, Truman, Carrier Air Wing 3 and the other battle group ships trained in multiple mission areas, including overland strike and anti-air engagements. Battle group surface combatants engaged in gunnery exercises off Vieques using inert rounds. They also fired both surface-to-air missiles and surface-to-surface missiles.

For Truman, the Navy's newest aircraft carrier, this was its first time operating as the centerpiece of a full battle group.

"This was an outstanding exercise," said Rear Adm. Jim McArthur, commander, Carrier Group 2. "I'm proud of everyone in the battle group. We worked hard, we trained hard, and got the most out of this great training opportunity. I'm confident that the *Harry S. Truman* battle group will be more than ready to deploy in November, and we just got one giant step closer to being ready."

The exercise was briefly delayed when the battle group was forced to move south of Puerto Rico to evade Hurricane Debby. Despite the interruption, COMPTUEX was completed on schedule.

The carrier's command master chief, BTCM(SW/AW) Mike Driscoll, agreed that the COMPTUEX training was beneficial. "A lot of our Sailors are pretty junior and getting ready to make their first deployment," he said. "This kind of high-tempo training goes a long way towards getting us ready. I think now everyone is more confident in their jobs, everyone is more comfortable working with the rest of the battle group, and everybody knows more what to expect now that we've gotten through COMPTUEX."

After a little more than one month in port, the battle group will put to sea again in October for their Joint Task Force Exercise (JTFEX). JTFEX is the advanced phase of pre-deployment training, during which the battle group will act as part of a larger joint task force composed of units of the Army, Air Force and Marine Corps, as well as NATO (North Atlantic Treaty Organization) forces. Upon successful completion of JTFEX, the Truman Battle Group will be certified as ready to deploy.

USS Harry S. Truman is scheduled to begin its maiden deployment to the Mediterranean Sea and Arabian Gulf on Nov. 28.

More information about USS *Harry S. Truman* and other Atlantic Fleet carriers can be found at **www.airlant.navy.mil/Carriersbar.htm.**

By USS Harry S. Truman *Public Affairs*

Marine Corps Scholarship Available

Beginning this academic year, the Marine Corps Scholarship Foundation will award an annual scholarship for higher education to the son or daughter of a Navy Corpsman who has served or is serving with the Marine Corps.

The scholarship is named in

Around the Fleet

TIME CAPSULE

All Hands **peeks at November past and at the growing role of Reserve Sailors and Reserve fighting ships (1950). In 1975, Sailors found everything they ever needed to know about tires, and 15 years later, we looked in on Navy hospital corpsmen serving in Operation *Desert Shield* (1990).**



50 Years Ago — November 1950

All Hands reported that ADM Sherman was planning to expand the fleet to guard world security. He called for a strengthening of manpower and pulled many Reserve ships out of mothballs for active duty. We also published a book supplement called *Baltimore Clipper,* the tale of the privateer schooner *Rolla.*



25 Years Ago — November 1975

This month, we continued our consumer safety series with the story "What every Sailor should know about tires." The issue gave Sailors good gouge they could use in purchasing their next set of tires. We also introduced our new shipmates in Mess Management Specialist School and sailed with the USS *Nimitz* (CVN 68) on naval operations in the North Atlantic.



10 Years Ago — November 1990

In this issue we took a look at the Navy's Hospital Corpsmen and their role in Operation *Desert Shield.* Our corpsmen worked side-by-side with Marines in the sands of the Saudi desert as they conducted tactical maneuvers and battled 130-degree temperatures. We also viewed the vital role Navy Service Centers played in helping families cope with the separation due to Operation *Desert Shield.*

honor of World War II Medal of Honor recipient Francis J. Pierce, a Corpsman with the Fourth Marine Division at Roi-Namur, Saipan, Tinian, and Iwo Jima. It was during the battle of Iwo Jima on March 15 and 16, 1945, that Pierce's extraordinary heroism in support of his Marine unit earned him both the Medal of Honor and the Purple Heart.

The Edmund G. and Frances Kath Taussig Foundation have established a number of Medal of Honor Perpetual Memorial Scholarships honoring Marines who received our nation's highest award for heroism in World War II. The Francis J. Pierce Medal of Honor Memorial Scholarship represents all of the valiant Navy Corpsmen who have been so essential to the success of the Marine Corps in both peace and war.

Eligibility for this scholarship is open to the sons and daughters of active duty, retired, or former Navy Corpsmen assigned with Marine Corps forces. Particular emphasis will be accorded to the children of Corpsmen who served with the Marine Corps in time of conflict.

Applications can be obtained on line at **www.marinescholars.org**, or requested by calling (800) 292-7777 or writing to the Marine Corps Scholarship Foundation, P.O. Box 3008, Princeton, NJ 08543-3008.

The Marine Corps Scholarship Foundation has awarded over $20 million in scholarships and education bonds since its inception in 1962, including more than $1.5 million for the past academic year and more than $1.5 million for academic year 2000-2001. More information on the Marine Corps Scholarship Foundation, a recognized 501(c)(3) charity, and on the Pierce Memorial Scholarship is available at **www.marine-scholars.org**.

Wasp Gets Down to Bare Bones

USS *Wasp* (LHD 1) recently broke a unique Navy record while participating in a significant humanitarian effort. The record was not set while assisting in relief efforts after a devastating earthquake, evacuating allied civilians from a hostile area or fighting a fire at sea. It was a chance to perhaps save the lives of thousands of Americans who are diagnosed with leukemia or other fatal blood diseases every year.

During a two-day transit to Naples, Italy, Sailors and Marines formed a line in *Wasp*'s medical department to give a blood sample to the Bill Young Marrow Program, a DOD program managed by the Naval Medical Research Institute. The program collects and tissue types DOD volunteers' blood samples and enters the potential lifesaver into the National Marrow Donor Registry's database.

"We have a better turnout at commands that are underway," said LT Cindy Campbell, Commander Fleet Air Mediterranean's Bone Marrow Donor Drive Coordinator.

Campbell, the only service member in the Mediterranean qualified to run the drive, said that it's easier to get more participation from a command at sea because there is a higher concentration of personnel in one area and the medical facility on any ship is within walking distance.

After running a two-minute television spot throughout the ship, distributing flyers on the mess decks and making routine announcements on the ship's 1MC system, the word was out and volunteers appeared with their sleeves rolled up.

"I've always given blood," remarked Lance Cpl. Harley B. Hopkins, from Brockton, Mass. "I saw it as an opportunity to save someone's life, whether I know them or not." Hopkins, *Wasp*'s 797th participant in the program, volunteered his blood to top 796, the previous Navy record held by USS *John C. Stennis* (CVN 74). *Wasp* also set the standard for amphibious ship participation by nearly doubling the 456 participants a single ship had turned into the national database.

While the donors took time from their daily routine to pitch in, 25 dedicated corpsmen attached to *Wasp* and 24th Marine Expeditionary Unit



Petty Officer 3rd Class Jahmi Phiel (right), from Tucson, Ariz., draws a blood sample from Lance Cpl. Harley B. Hopkins of Brockton, Mass., during a two-day bone marrow drive held onboard USS *Wasp* (LHD 1) while enroute from Toulon, France to Naples, Italy. Hopkins' sample put *Wasp*'s count at 797 topping the previous record of 796 donors held by USS *John C. Stennis* (CVN 74).

(SOC) worked from morning to night drawing blood and filing donor registrations, and participated as well.

"I help people," commented HM3 Jahmi Phiel, from Tucson, Ariz., after drawing the record-breaking sample. "That's what I do; it's my job. If I had the chance to save a life, I would."

In addition to its humanitarian role, the donor program gives the military the capability to provide immediate donor searches in the event of a mass casualty incident involving chemical or nuclear attacks where toxic agents can destroy bone marrow.

When the tallies were in, CAPT Hugh G. Story *Wasp*'s commanding officer, applauded the crew's dedication to the cause. The blue-green team finished their drive with 866 donor entries, completing another successful mission for *Wasp*'s Mediterranean Deployment 2000.

"It was a life-saving effort, and I appreciate the efforts of everyone involved," added Story.

Story by JOSN Kevin D. Sullenberger aboard USS Wasp *(LHD 1)*

Top 10 Tips for Healthy Living

The odds are a thousand to one, but that doesn't bother Hospital Corpsman 1st Class (FMF) Jeff Puglisi, the independent-duty hospital corpsman at the Naval War College, Newport R.I.

His office and examination room are the entryway to Navy health care for about 1,000 war college students and staff. The Wardsboro, Vt., native provides care and advice for an estimated 30 or more people daily.

From dispensing aspirin and making appointments at the Naval Station Newport clinic, to serving as a department head and sitting on various medical boards, Puglisi stays busy.

But after serving with the Fleet Marine Force in Operation *Desert Storm*, and at sea aboard aircraft carrier USS *Dwight D. Eisenhower* (CVN 69), has seen a lot. His experiences help him take his war college duties right in stride.

"Serving with the Marine 2nd Medical Battalion in *Desert Storm* turned out to be one of my most rewarding assignments," said Puglisi. "With the operational forces, you see an immediate result from your work."

That work included setting broken limbs, patching up bullet wounds and working other trauma calls.

"Ninety percent of my patients were Iraqi soldiers," he said. "Very few U.S. personnel were hurt there. What injuries we had came from accidents, not enemy action."

Puglisi had to revise his opinion of the Iraqis. Most of the soldiers he treated seemed like ordinary, friendly people. "One guy showed me pictures of his wife and kids back home," he said.

Newly married to wife Kelly at the time, Puglisi could relate. His daughter Kaitlyn was born four years later.

During his 15-year run in the medical corps, dealing with everything from sick call to smoking-cessation classes, Puglisi has formed a "top 10" list of ways to stay healthy, in or out of the military.

1. Regular exercise is most

Ricky's Tour

By JO2 Mike Jones **mikejones43@hotmail.com**



USS *McFaul* Gets Technology into Sailor's Palms

Sailors aboard the Norfolk-based, guided-missile destroyer USS *McFaul* (DDG 74) are being given new, high-tech tools to assist them in their day-to-day work.

Beginning in early August, 115 Palm V hand-held computers will be issued to the crew and a series of Clarinet Systems infrared ports will be installed throughout the ship to link them all together.

That's good news for Sailors aboard the ship and represents an expansion of an existing program. Earlier this year, more than 2,000 Palm computers were distributed to officers stationed aboard Atlantic Fleet surface combatants. On *McFaul*, the 115 new hand-held computers will be distributed to chiefs and Sailors in work center supervisor positions; that's in addition to the 30 issued to the wardroom earlier this year.



In addition to the Palm V's standard features, the computers issued to Sailors will include a new security software package called "Restrictor," that requires a "log on" ID and authentication password to protect business sensitive notes and contact information on the computers in case they are lost or misplaced.

But what makes this technological expansion aboard *McFaul* special is the installation of 32 Clarinet Systems infrared ports throughout the ship. These ports will be positioned in work centers and key, high-traffic areas such as berthing spaces and mess decks. Connected to a Clarinet Systems Ether local area network, they allow Sailors to transmit and receive information between the network and their hand-held computers anytime from almost anywhere on the ship.

McFaul Sailors will initially use the Palms to send and receive e-mails, coordinate daily and weekly schedules and consolidate and coordinate checklists and databases. As the crew grows more familiar with the computers, they will find more uses for them. The end goal is to continue improving productivity and efficiency.

"Imagine all the functions performed by Sailors where in the past they needed a clipboard. This upgrade helps to eliminate the need for those clipboards and all the pieces of paper that went along with them," said Kenneth Whitehead of Aether Systems, the company that designed the software that brings the Palms, the infrared nodes and the ship's existing intranet together.

This program is just another step in the Navy's ongoing commitment to improving efficiency by quickly getting new equipment to the people who can best put it to use: Sailors on the waterfront.

"This is what it's all about: putting technology into the hands of Sailors to not only increase combat readiness but to enhance their quality of service," said VADM Henry C. Giffin III, shortly before turning over responsibilities as commander of the Naval Surface Force, U.S. Atlantic Fleet. "As we build the Navy of the future, we have to look for new and innovative ways of doing business and I think this is a significant step in building the 21st century Navy."

More information about USS *McFaul* can be found at www.spear.navy.mil/ships/ddg74.

Story by SURFLANT Public Affairs

important. Exercise benefits every part of your life, from attitude to your cardiovascular system.

2. Next is diet. Use common sense. Avoid fad diets. Eat plenty of fresh fruits and vegetables. Moderation is a key — not just in eating, but in all facets of a healthy life.

3. Practice stress relief. Whether it's exercise, deep breathing, a hobby, church, synagogue or mosque, find something that helps you deal with the pressures of life and work. Pets are great, as long as you're willing to commit to the care they need.

4. Don't smoke. Just as exercise helps everything, smoking hurts everything. Join a "smoking-cessation" class.

5. Drink in moderation — if it all.

6. Get a regular medical check-up at least once a year, and make sure your immunizations are up-to-date — especially for children.

7. Always wear seatbelts. Just make it a habit. Use car seats for kids.

8. Think "safety" in everything you do. Always follow the safety guidelines that come with products. Use proper tools and safety equipment. Think about what you're doing.

9. Get enough rest. Most people need about eight hours of sleep a night. Get less on a regular basis and consequences range from impaired job performance to increased risk of auto accidents.

10. Do something for other people. A little volunteer work is a great way to keep a healthy self-image and improve your community at the same time.

For more information, contact LCDR Chris Dour at (401) 841-2220. Visit the Naval War College website at www.nwc.navy.mil.

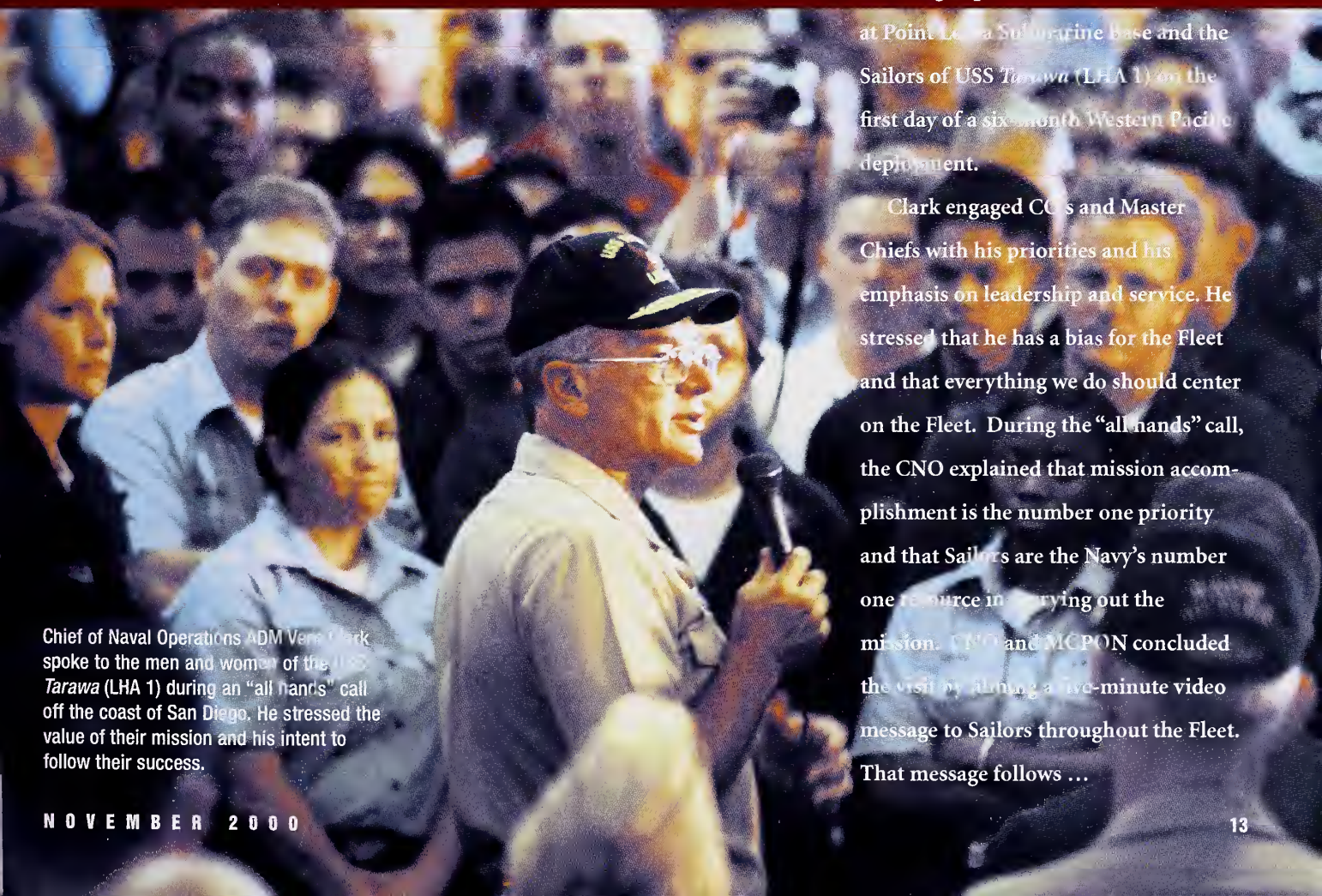
Photos by PH2 Aaron Ansarov

Chief of Naval Operations ADM Vern Clark is strongly focused on the fleet.

CNO Visits Fleet in San Diego

That's the message he conveyed recently in San Diego as he visited the waterfront and spoke with Navy leaders and Sailors about his top priorities. MCPON Jim Herdt joined Clark for separate meetings with Master Chiefs and Commanding Officers at North Island as well as an "all hands" call. They also visited the high-tech Third Fleet flagship USS *Coronado* (AGF 11) at Point Loma Submarine base and the Sailors of USS *Tarawa* (LHA 1) on the first day of a six-month Western Pacific deployment.

Clark engaged COs and Master Chiefs with his priorities and his emphasis on leadership and service. He stressed that he has a bias for the Fleet and that everything we do should center on the Fleet. During the "all hands" call, the CNO explained that mission accomplishment is the number one priority and that Sailors are the Navy's number one resource in carrying out the mission. CNO and MCPON concluded the visit by filming a five-minute video message to Sailors throughout the Fleet. That message follows …



Chief of Naval Operations ADM Vern Clark spoke to the men and women of the USS *Tarawa* (LHA 1) during an "all hands" call off the coast of San Diego. He stressed the value of their mission and his intent to follow their success.



Chief of Naval Operations ADM Vern Clark enjoyed lunch with the crew during a visit to the USS *Tarawa* (LHA 1) off the coast of San Diego. Clark spoke with Sailors on the ship's mess deck during their first day of a six-month Western Pacific deployment.

"You and your shipmates are a living part of that proud legacy Without you, we are cold steel and hollow platforms

Message To: The Fleet From: CNO & MCPON

CNO: "It is my great honor and privilege to represent each of you in Washington, D.C., as your Chief of Naval Operations.

"My intent is to get out to personally meet as many of you as possible in the months ahead as MCPON and I recently had a chance to do that here in San Diego. In the meantime, I would like to share some thoughts with you about our great Navy and where I think we should be headed for the future.

"The answer to where we are headed is easy, and I can sum it up in one sentence: We serve today in the greatest Navy in history, and we're going to make it even better.

"We inherited this magnificent Navy from those who've served before us, and it is really important that we not take it for granted.

"If we are to remain a naval force worthy of the greatest country that ever existed, we must ensure that we remain focused on that which is most important. And the main thing is the fleet.

"Now, I will be the first to admit that I have a fleet bias. I have spent much of my career at sea and on the waterfront. "The Navy starts with the fleet. And, though we are much more than just the fleet, it remains at the center of everything we do. Our Navy exists to put ships and aircraft to sea, always prepared to fight and also prepared to win. "This is who we are. And this is who we must be.

"For more than 225 years now, America's sons and daughters have committed to serving our nation in the U.S. Navy. You and your shipmates are a living part of that proud legacy and you are our greatest strength. Without you, we are cold steel and hollow platforms. The Navy is alive because of your service."

MCPON: "We each joined the Navy for different reasons — some for adventure, others for experience or education. But service is the foundation of our profession, just as the fleet remains at the center of everything we do.

"This concept of "service" is an incredible thing to be a part of. It's bigger than we are, and it adds noble purpose to everything we do. Whether it's our



Master Chief Petty Officer of the Navy MMCM (SS/SW/AW) Jim Herdt (left) joined Chief of Naval Operations ADM Vern Clark in front of USS John C. Stennis (CVN 74) during their San Diego visit while taping a video message to the Fleet.

and you are our greatest strength. The Navy is alive because of your service."

— ADM Vern Clark, Chief of Naval Operations

service to our nation, service to our Navy, or service to our shipmates, it is a transforming experience to be part of it.

"When the carrier *Forrestal* (CV 59) suffered crippling fire and explosions off the coast of Vietnam in 1967, the Sailors who charged into that inferno again and again as their shipmates fell around them were not having fun. They were upholding the highest tradition of naval service.

"Each of us in the Navy, regardless of rank or experience, has made that commitment to service. As part of that commitment … we make promises to each other: We promise to support and defend the Constitution of the United States. We promise to obey the lawful orders of those appointed over us."

CNO: "Leaders promise to ensure we have the right tools and the training to do our work well. Leaders promise opportunity — the opportunity to grow, the opportunity to advance, to prosper and the opportunity to make a difference.

"I believe this quality of service, the combination of quality of work and quality of life, is a key factor of mission readiness. And my intent is to lead a Navy that holds quality of service as a top priority in mission and combat readiness.

"This is who we are. A combat ready, forward-deployed Navy, manned by well-trained Sailors, and motivated by a sense of mission and service. We are as committed to our Navy as our Navy is committed to us. We sail any time, anywhere, as powerful representatives of the strongest nation on this earth.

"Again, I hope to meet many of you in the months and years ahead. You are Sailors in the greatest Navy in the world, and I would like to leave you with this thought: Do what you are proud of and be proud of what you do. I am honored to serve with you, and to call you Shipmate."

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Story and photos by PH2 Bob Houlihan

Millennium Sailors Take Washington by Storm



Left to Right – AMSC(AW) Wilfredo C. Pena, *Reserve Sailor of the Year;* BMC(EOD) Jeffery Klinker, *Shore Sailor of the Year;* SMC(SW/AW) Donald E. Farr, *Pacific Fleet Sailor of the Year;* and PRC(SW/AW) Elton D. Potts, *Atlantic Fleet Sailor of the Year.*

The four *"Sailors of the Millennium"* traveled to Washington, D.C., this summer for their frocking as the 2000 Sailors of the Year. These super Sailors were chosen from the "best of the best," and as such, were meritoriously promoted to the rank of chief petty officer.

During their week in the nation's capital, these newly frocked chiefs were busy. They exercised daily with the Master Chief Petty Officer of the Navy, met with the Chief of Naval Operations, toured the White House, sailed on the Chesapeake Bay and were entertained by various groups that support the Sailor of the Year program.

Let us be the first to introduce to you the *2000 Sailors of the Year. ...*



PACIFIC FLEET SAILOR OF THE YEAR

"I am privileged to have been selected for this honor," said **CHIEF SIGNALMAN (SW/AW) DONALD FARR JR.** of the competition leading up to his selection as Pacific Fleet SOY. "These are some of the highest quality people I have ever met; really good shipmates."

Farr feels the No. 1 thing a Sailor can do to prepare for this type of competition and a career in the Navy is to learn their rating first. In addition to this, he said Sailors should become warfare qualified and really apply themselves to self-improvement and off-duty education.

"Sailors need to set realistic and challenging goals," said Farr. "After achieving that goal, step back, admire your work, then go on to that next goal."

Farr, who hails from to St. Johns, Ariz., graduated from high school, married his long-time sweetheart, Angelique, and joined the Navy all during one month in 1987. Angelique has been an integral part of Farr's Navy career "She has always motivated me and supported my goals," said Farr.

Farr's Navy career began with Basic Training, Orlando, Fla., followed by Signalman 'A' School. Upon graduation, he reported to his first duty station, USS *Fort Fisher* (LSD 40), homeported in San Diego. By November 1987, he and his wife had a son, Damion Lee. While stationed on *Fort*

Fisher, Farr participated in two Western Pacific deployments and one South American counter-narcotics operation.

In June 1992, he reported to Naval Air Station Fallon, Nev., where they were soon blessed with two daughters, Dominique and Miranda. While in Fallon, Farr started in the position of auto hobby shop manager and executed an intra-command transfer to the security detachment, working his way up to watch commander. There, he received his Enlisted Aviation Warfare Specialist pin.

In October 1995, he reported on board USS *Callaghan* (DDG 994), home ported in San Diego, where he served as assistant leading petty officer and was advanced to SM1. He also earned his Enlisted Surface Warfare Specialist pin.

In August 1996, he reported to Beachmaster Unit 1, Naval Amphibious Base Coronado, Calif., where he filled the positions of beach party team commander and command career counselor, his current job. In August 1997, he deployed with USS *Peleliu* (LHA 5).

Farr currently resides in San Diego, with his wife and three children. Future plans include completing a bachelors degree through the University of Phoenix and applying for a commissioning program.

As the Pacific Fleet Sailor of the Year, Farr will serve as a special assistant to the Pacific Fleet Master Chief Petty Officer in Hawaii.



Navy Reserve Sailor of the Year

CHIEF AVIATION STRUCTURAL MECHANIC WILFREDO PENA & WIFE ISABELLE

Shore Sailor of the Year

BOATSWAIN'S MATE (EOD) JEFFREY KLINKER & WIFE ELIZABETH



SHORE SAILOR OF THE YEAR

"I'm here because of the great leadership I've had," said 14-year veteran **CHIEF BOATSWAIN'S MATE (EOD) JEFFREY KLINKER,** when asked what got him selected as the Shore Sailor of the Year. "I have had the pleasure to work with some of the most dynamic people in the Navy. I want to pass that experience on to others."

Klinker was born in Plainfield, N.J., in 1965. He joined the Navy in 1986, and following boot camp at RTC San Diego, Calif., he attended Sonar Technician "A" school. His first assignment was USS *Brumby* (FF 1044) in Charleston, S.C. During this tour, he was command-advanced to STG3. In March 1989, he transferred to Explosive Ordinance Disposal(EOD) Mobile Unit 6 as a dive candidate to prepare for SCUBA school.

In January 1990, he reported to EOD Phase I training at Eglin Air Force Base, Fla. After graduation, he was assigned to EOD Mobile Unit 2 Det., Newport, R.I. There, he responded to more than 100 live ordnance incidents, laterally converted to BM3, and was advanced to BM2. Klinker reported to the Naval Explosive Ordinance Disposal School, Indian Head, Md., in June 1992 and graduated in February 1993.

He was then assigned to EOD Mobile Unit 2, Det. 4, where he deployed on board USS *Constellation* (CV 64). Transferring to Det. 28, he deployed on USS *Nassau* (LHA 4) for exercise *MED 95-1*, during which he was advanced to BM1. After returning to the United States, he was picked for assignment to Marine Fleet Anti-Terrorism Security Team Company, and after six months, was tasked to go on a *UNITAS* deployment in July 1996.

Next, he volunteered to participate in the Humanitarian Demining Operations in Namibia, Africa. As an independent member of a joint service training team, he instructed numerous members of the Namibian Defense Forces in explosive ordnance disposal techniques. Stateside, he laid the groundwork for the implementation of a combat life saving course that was evaluated as mission essential at a savings to the Navy of more than $25,000. He was selected as EODMU 2 Sea Sailor of the Year 1997.

Klinker transferred to instructor training in February 1998 and reported to EOD Training and Evaluation Unit 2 in March 1998. While there, he revised the nuclear weapons curriculum and attained his master training specialist qualification. Additionally, he played a major role in the planning of two national-level nuclear weapon accident response exercises.

Klinker stressed the importance of mentors and feels that every junior Sailor should have someone with experience to help them build a career map personalized to their own individual needs.

"A good portion of my success is directly related to my wife's dedication to me throughout my career," said Klinker, "She has given me the freedom to concentrate on my job without worrying that my family would fall apart while I was deployed."

Klinker and his wife, Elizabeth, have two children and currently reside in Norfolk. Klinker reported to Washington, D.C., in September to serve as the special assistant to Master Chief Petty Officer of the Navy James Herdt.

NAVY RESERVE SAILOR OF THE YEAR

"The journey getting to this point was the real reward of being named Sailor of the Year," said **CHIEF AVIATION**



Pacific Fleet Sailor of the Year

CHIEF SIGNALMAN (SW/AW)
DONALD FARR JR.
& WIFE ANGELIQUE

Atlantic Fleet Sailor of the Year

CHIEF AIRCREW SURVIVAL EQUIPMENTMAN
ELTON DEWAYNE POTTS
& WIFE KERRY



STRUCTURAL MECHANIC WILFREDO PENA about his selection as the Navy Reserve's top Sailor for 2000.

Pena's key to success has always been to concentrate on organization in both his work and personal life, and he readily admits that he sometimes goes overboard. "My wife keeps me on an even keel and helps me keep the balance in both my work and personal life," said Pena.

A native of Torrence, Calif., Pena enlisted in the Navy in April 1982 and attended basic training in San Diego.

After graduation from Recruit Training Command and Apprenticeship Training in San Diego, Pena received orders to the "Sundowners" of VF-111, attached to USS *Carl Vinson* (CVN 74), where he made a world cruise. The ship was awarded the Humanitarian Service Medal and VF-111 was awarded the Meritorious Unit Commendation in November 1984. While at VF-111, he was advanced to Petty Officer Third Class.

Upon completion of his first tour, Pena transferred to the "Evaluators" of Air Test and Evaluation Squadron (VX) 4, Point Mugu, Calif. He was assigned to the power plants shop for six months. While assigned to power plants, he became qualified as an F-14 low power turn instructor. He also qualified as a quality assurance representative, and shortly thereafter, earned his Enlisted Aviation Warfare wings.

It was also with VX-4 that Pena was promoted to Petty Officer Second Class in June 1988. Additionally, he earned his bachelor of science degree in aviation management during this assignment and obtained his FAA and power plant certifications.

Pena then transferred to the Naval Reserve Force and was assigned to Helicopter Combat Support Special Squadron (HCS) 5, at Naval Air Station Point Mugu, Calif. He served as leading petty officer, collateral duty inspector and air frames supervisor. Pena was advanced to Petty Officer First Class in 1995.

"My main advice to junior Sailors out there is to keep an open mind to all the opportunities the Navy has to offer," said Pena. "Set your goals and go for them, but always remember that it isn't what's at the end of that goal that's important, it's the journey and the experience along the way."

He and his wife, Isabelle, reside in Torrance, Calif., with their two sons, Michael and James.

ATLANTIC FLEET SEA SAILOR OF THE YEAR

"If you keep a tough work ethic and concentrate on the task at hand, you will always succeed at what you put your mind to accomplishing," said **CHIEF AIRCREW SURVIVAL EQUIPMENTMAN ELTON DEWAYNE POTTS**, the Atlantic Fleet Sea Sailor of the Year.

Potts, of Hartville, Tenn., enlisted in the Navy in 1988. He attended boot camp at Recruit Training Command, Great Lakes, Ill., and then went on to Aviation Life Support System (PR) "A" school, graduating at the top of his class.

His first duty station was the Operational Maintenance Department (OMD) at Naval Air Station, Sigonella, Sicily. While assigned to OMD, he was responsible for the scheduled and unscheduled maintenance of Commander in Chief U.S. Naval Force's Europe's VP-3A and transient line services for U.S. and NATO aircraft. During his tour in Sigonella, he was command advanced to petty officer third class.

Potts transferred to Fighter Squadron (VF) 84, Oceana, Va., in 1993 and was assigned to the aircraft division, aviators' equipment branch. He was responsible for the inspection and repair of aircrew survival equipment and aircraft mounted survival equipment. He served as both day and night check supervisor and qualified as a collateral duty inspector. In addition, Potts earned his Enlisted Aviation Warfare Specialist (EAWS) qualification and was promoted to the rank of PR2 in 1993.

Potts then attended PR "C" school in Millington, Tenn. Following school, he was assigned to Aircraft Operational Detachment, Naval Air Station, Cecil Field, Fla., in Aircraft Intermediate Maintenance Department (AIMD), where he served as a work center supervisor.

Next, it was off to his current duty station onboard USS *John F. Kennedy* (CV 67) homeported out of Mayport, Fla. Potts was advanced to Petty Officer First Class in May 1997. He is currently assigned to AIMD production control and has held the positions of 800 branch leading petty officer and quality assurance leading petty officer. In addition, he has been an integral part of the damage control training team and currently holds the position of repair locker leader. Since joining *Kennedy*'s team, Potts has earned his Enlisted Surface Warfare Specialist (ESWS) pin.

Potts and his wife, Kerry, reside in Mayport, Fla., with their son.

"I feel that if it weren't for the support of the people that I work with and my wife's undying devotion to me, I wouldn't be here tonight," the 11-year veteran said of his selection as the Atlantic Fleet Sea Sailor of the Year.

Story and photos by JOC Robert Benson

"I did it for the kids!"



KIDS LIKE FIVE-YEAR-OLD HYUN, WHO doesn't have a mother or father. For as long as he can remember, the Hye Sim Won orphanage in Seoul, Korea, has been his home.

Hyun's 12-year old friend Soon isn't very outgoing. He keeps to himself and doesn't say much.

Neither of them speak a lick of English, but every month or so, when a cadre of American Sailors visit the orphanage from Commander Naval Forces Korea (CNFK), most recently to assemble a play area, all language barriers are broken, all pent up emotions are discarded and bonds are built.

Every child at the 38-person orphanage delights in the attention they receive when the Sailors are near. They hold their hands, motion to be hugged, and jump and play.

These children, this Seoul orphanage and Navy participation in other community-relations projects run strong with Sailors in Seoul, Chinhae and Pohang. Every week or so, Sailors are building, cleaning or helping – not for the evalua-



Two children from the Hye Sim Won orphanage in Seoul, Korea scramble for attention. Sailors from nearby CNFK headquarters often visit the children at the orphanage.

"I did it *for the* kids."







Far Left – Rim, Hye Ok, the leader of the Hye Sim Won orphanage, shoots one of the first basketball shots of her life while Sailors work in the area.
Above – A Korean orphan at the Hye Sim Won orphanage in Seoul is mesmerized by the flames of an American Barbeque brought in by Sailors from CNFK.
Left – With a heave, CNFK Sailors move the support of a playground slide into place. The Navy in Korea has a history of working with the Hye Sim orphanage since 1955.
Below Left – A Korean orphan at the Hye Sim Won orphanage in Seoul watches intently as an American Sailor constructs a playground swing. Korea-based Sailors often help out on community relations projects in their area.



tion bullet, but for the satisfaction of helping others.

A common expression heard from the many Sailors who help here is "I did it for the kids." Those children have inspired many CNFK members to action over the years.

Contributing to the betterment of the community not only builds self-esteem in Sailors, but emphasizes the Navy is a good neighbor.

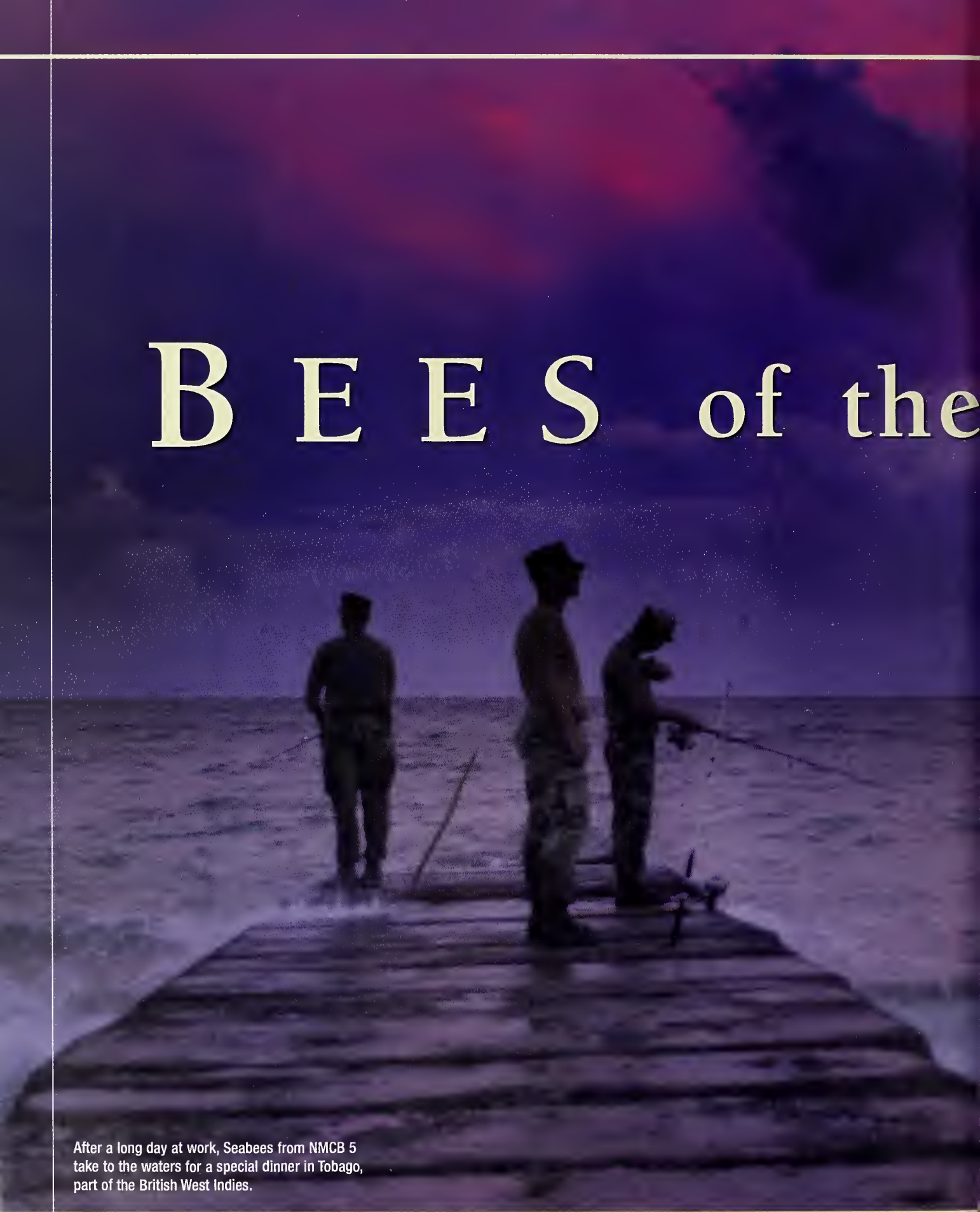


Above – Kids play like they never have played before when American Sailors visit their orphanage. The Sailors, from CNFK, erected a play area on the grounds of the orphanage one afternoon. *Below* – ITSN Margarita Guadalupe, from Commander, Naval Forces Korea, plays with Korean orphans at the Hye Sim Won orphanage in Seoul. The Navy has been helping at the orphanage since 1955.

If you want to start a COMREL project in your area, orphanages aren't the only area to turn; COMREL projects can be found within the command by Sailors who are involved with charities, schools, churches and other deserving organizations. The advantage of these type of community projects is that they are more personal in nature and your command is not just one of many taking part. For specifics on serving America twice (or starting a community relations project), talk to your command's public affairs officer, or visit **www.bupers.navy.mil/pers605/index.html.**



BEES of the



After a long day at work, Seabees from NMCB 5 take to the waters for a special dinner in Tobago, part of the British West Indies.

ISLANDS

Butterflies frolic, turquoise waves lap at a sandy beach, indigo skies and date palms quietly call for a portrait and a reggae bass line floats in the distance. In tropical wonderlands, sun-bronzed groups of working Sailors know as Seabees are on the job building centers, hospitals and a little something known as life.

Story and photos by JOC Robert Benson

"YA, MON. Every ting irie here."

A handful of Seabees, engrossed with the task of driving a stake into the ground, don't even notice a dreadlocked native, leaning against a palm tree watching their every move. "Dem doin ahn oustandin' job, mon!" he says in a thick Caribbean accent, to no one in particular. "Bweis ah amazing!"

The island is Tobago, in the British West Indies. There, a small cadre of Seabees — who really are amazing — are in the middle of a civic action project, building a community center for the locals. "Ahn everybody pon proud ah dem!" Word spreads





Top – The colors of the Caribbean come alive near Marine Sgt. James Saint. Seabees often work with construction units from various services, along with the host country Seabee force. *Above* – A schoolgirl delivers spaghetti to Seabees from NMCB 74 in Ternate, Cavite, Republic of the Philippines. After eating prepackaged food for a week, the bees enjoy home-cooked meals, which are often prepared for them by members of the faculty at the school where the Seabees are working.

quick when American Sailors are in town. The group of 13, an offshoot from Naval Mobile Construction Battalion (NMCB) 5, Port Hueneme, Calif., have been featured in the local newspaper, TV and radio, and have been the talk of the town ever since the C-130s touched down with 250 tons of bulldozers, land movers and heavy trucks in support of Exercise *New Horizon*.

The locals have embraced them; the elders bring the 'bees mangoes; down at the beach they get discounted glass bottom boat rides; and kids with soccer balls fight for their attention, hoping the Seabees will play. Everyone who nears the construction site slows — whether on foot, in a car or on a bike — to look at the Americans and the work they do.

A few hundred miles north, another group of heavily tanned Seabees from NMCB 5 are on a little piece of heaven called Antigua, building a Coast Guard barracks and renovating a hospital. On this island, a jewel in the Caribbean known for its 365 white sandy beaches, the Seabees are playing a part far from any "Survivor" television episode you may have seen.

They love it in the tropics, and they love what they do. To wit: one more group of Seabees are deployed to Jamaica, drilling a well in the countryside. On the other side of the world in the Republic of the Philippines, a battalion deep in the jungled countryside is building a schoolhouse. They've been other places, these building 'bees: Guam, Puerto Rico, Okinawa, Spain, Indonesia ... wherever there's a calling, the Seabees are there.

"Everyone knows we're here," said Builder 2nd Class James Briggs from a construction site in Tobago. "These deployments give us a chance to get real world training."

"DFTs give us an opportunity to do construction, but more importantly, they give us an opportunity to do some much needed community service," said



Above – Seabees from NMCB 5 with their "adopted" dog in Antigua. The group was renovating a local hospital there – the dog, who was frail and skinny when the group arrived, became healthy in a matter of weeks, thanks to a diet of leftover ready-to-eat meals. "She'll eat anything, said BU2 Arnulfo Casino. *Below* – If you build it, they will come, including this local boy in Tobago who, along with his friends, often visited Seabees who were building a community center there.



Storekeeper 1st Class Edgar Almodovar. "The people in Antigua are still recovering from the hurricanes that devastated the island and a lot of the work we did there helped. DFTs help us understand how importaint our mission is to other people and we build good relationships with the people we help along the way because they really appreciate what we do."

Briggs and other bees from his battalion worked alongside Trinidadian military engineers. "They're very good. We're learning from each other," he said. "We've had a lot of people approach us and ask if we could help with various construction projects on other parts of the island. Unfortunately, we have to say no because there's only 13 of us with limited time."



School children from Parang Elementary school in the Philippines were the constant companions for Seabees from NMCB 74, who were building much needed additions to the schoolhouse.

For years, Seabee Civic Action teams have demonstrated their helpful motto "can do." Following the Korean war, the Seabees embarked on a new mission. From assisting in the wake of a devastating earthquake in Greece, in 1953, the Seabees began providing construction and training to underdeveloped countries, becoming the Navy's "Goodwill Ambassadors." Seabees subsequently built or improved roads, orphanages and public utilities in many remote parts of the world.

The Civic Action teams continued into Vietnam, where Seabees, often fending off enemy forces alongside Marine and Army counterparts, also built schools and infrastructure and provided health care service.

BEES of the ISLANDS

In the past 50 years, little about the Seabee's mission has changed; the Seabees have repeatedly demonstrated their skills as fighters and builders.

On paper, the civic action projects pass as a way to "foster relationships with foreign countries and give the Seabees a chance to sharpen their skills." But for the 18 to 25-year-old workers, many of whom have never been out of the country before, the projects have much more significance.

Personnelman 3rd Class Bryan Marcom, who hails from Tower, Minn., traveled to the Philippines with 30 other Seabees from NMCB 74, homeported in Gulfport, Miss., to work side-by-side with 13 Philippine Navy counterparts during



Nestled in the tropical flowers of Antigua, the Seabee construction project called for the building of a Coast Guard operations center.

Under the indigo Caribbean sky, Seabees from NMCB 5 add roofing to a Coast Guard headquarters building they constucted from scratch in Tobago.



Locals gather whenever Seabees are on site. Here kids – grass still in one's hair after a soccer match – mingle with the bees.

A Real Small World

Deployment to Philippines Gives One Seabee a Chance to Work Alongside His 12 Year-Old Son

Story by Lt. Leslie Hull-Ryde, Public Affairs Officer assigned to Commander Task Force 712



SW2 Manuel Reyes, a Filipino-American from Baguio City, Republic of the Philippines, along with other Seabees are building an addition to a school house – the same school house where his son is attending school. Reyes' wife and children still live in the Philippines. During breaks at the Navy's construction site, Reyes spends time with his son.

PARANG, PHILIPPINES — Like most of his shipmates, Steelworker 2nd Class Manuel Reyes gets homesick on deployment, but his symptoms were soothed a bit on a recent Philippine deployment. He and his fellow Seabees took part in a series of bilateral exercises, called Cooperation Afloat Readiness and Training, which got underway in the Philippines last June near where Reyes lived most of his life.

"This is good for me," said Reyes. "I'm back in my hometown, and I get to see my family in the middle of a deployment — that rarely happens. "I get to serve my original country, and I get to work with the U.S. Navy, helping my own people," Reyes says. "It feels good."

A naturalized American citizen of less than a year, Reyes grew up in Baguio City, seven hours from where his construction battalion unit is working at the Filipino school his son now attends.

He and his fellow Seabees, a detachment from Naval Mobile Construction Battalion 74, based in Gulfport, Miss., and forward deployed to Okinawa, Japan, were in Parang, Republic of the Philippines, for exercise *CARAT 2000*.

The Sailors have poured a sidewalk to cover a dirt path the students of Parang Elementary School used to go from one building to another. They also put in a walkway so the faculty and students don't get muddy when they go to the well used to flush the school's toilets and wash dishes. Since arriving in country, the crew has worked with their Filipino counterparts building an all-purpose room, which the school can use for graduations and special programs.

"I never thought I'd be doing this," Reyes says. "I only thought I'd be building buildings for the Navy."

The former Filipino architect turned Seabee joined the Navy to travel. He says he never dreamed four years later he'd get to come home. "I'm pretty happy with the way the Navy treats me; I've got good benefits, and I get to travel."

Reyes admits another reason he decided to start wearing dungarees was he hoped the Navy could help bring his wife, Vilma, and their son, Adrian, to the states. At the time he joined the Navy, Reyes lived in Fremont, Calif., and worked in two warehouses in the area.

Reyes believed being in the Navy might help him move his family out of the Philippines. It hasn't happened yet, but this Sailor is determined.

While Vilma and his two children now live in Baguio City where the couple grew up, Reyes spends his free time working with his senator in Mississippi, trying to make the transition work.

"It's hard to keep up with the process because during deployments the mail takes longer to get to us, or it gets lost," says Reyes.

Until he reunites his family in America, Reyes budgets for a hefty phone bill. He spends almost $200 on calls to the Philippines each month.

He's heard his family may get to join him this time next year. Although he's slated to leave the Navy in December, he may change his mind if his family can join him in the states.

Senior Chief Utilitiesman William Eckhoff, officer in charge, of the Seabee unit supporting *CARAT 2000*, says Reyes is "locked on" and has made a difference in the Philippine stage of this series of bilateral exercises.

"He really works hard," said Eckhoff. "A lot of things on this construction site would have shut down if he hadn't been with us."

Reyes translated English to his Seabees native Tagalog language and also worked with locals in the area when the crew needed equipment or supplies.

The Seabee project in the Philippines builds more than just multi-purpose rooms. Civic action projects like the one at Parang Elementary School build friendships between the Philippine and U.S. Navies.

the multinational exercise *CARAT 2000* to complete construction of a school. He said he found the project challenging and rewarding. On the site, he and other bees were often surrounded by dozens of curious kids, students of the soon to be completed schoolhouse. "I love the kids at this school," he said. "I spend a lot of time with them. It's not only the kids though, the place is new. Where I come from, it's 60 degrees below zero. Here and every other place I've been, it's been hot."

According to Senior Chief Utilitiesman William Eckhoff, officer-in-charge of the U.S. Navy Seabee detachment in the Philippines , the main goal of the project was to improve the 344-student school's outdoor stage. The Seabees built a 15 by 10-meter concrete floor for the stage, then erected a steel-beam frame with a corrugated sheet metal roof.

With concrete left over from the floor, they also built sidewalks between school buildings and to the school well — its only source of drinking water — and completed the well with a concrete pad.

Eckhoff said the construction training gained by his Seabees was only part of the benefit reaped from the project. "Working and living in the Ternate community while completing the project was a rewarding experience for the American Seabees," said Eckhoff. "The whole community is great, and the children just love these guys."

"The project is a great help to us," said head teacher Evelyn Rosel. "I would like to send my thanks and gratitude on behalf of the children and teachers for this assistance."

Rosel represents just a few of the thousands of people around the world whose lives have been changed by sun-bronzed workers known as the Seabees.

Benson is a photojournalist assigned to All Hands.



With turquoise waters all around them, a couple Seabees from NMCB 5 work on a Coast Guard building project in Tobago.

Story and photos by PHAN Saul Ingle



Incredible Journey

Planes, trains, and automobiles. These are the forms of transportation most people use to travel across the country, but Religious Programs Specialist 3rd Class John Tarr from NAS Fallon, Nev., is going about it a little bit differently.

Saddled atop his 14-speed specialized racing bicycle, Tarr left Seattle June 19, on a 48-day spin across the country, bound for Washington, D.C. It was a quest, an opportunity to fulfill some personal goals. He would cover 3,250 miles.

"I've wanted to bicycle across America, even before I joined the Navy," said Tarr. "I just couldn't get the time off work for it. The Navy has given me the opportunity to realize my dreams."

But Tarr isn't just making this journey for himself. He, along with 201 other riders from around the country, is riding for the American Lung Association to raise funds and awareness for the fight against lung disease in the "Big Ride Across America."

"Last September I quit smoking and drinking cold turkey," said Tarr. "It was probably one of the hardest things I had ever done."

Finding a place to park your bike at the end of the day can be a little difficult with 200 other riders also participating in the "Big Ride Across America."



RP3 John Tarr of NAS Fallon, Nev., rode his bicycle across the country for the American Lung Association in the "Big Ride Across America."

The fact that Tarr is even able to ride a bike is a credit to his tenacity. In October 1997, before joining the Navy and after making a few really bad choices, he found himself lying in a ditch after his car had flipped over and punched through a fence along side the Antelope Valley Freeway in Southern California. He had been drinking that night and mistakenly thought he could drive home safely. His friend tried to tell him to not drive, but he was stubborn and stupid. About five miles into the freeway, he was involved in a two-car collision that left both cars totaled.

That night he made more than one bad decision, and the second was right after the car stopped moving. He climbed out of the

Incredible Journey





Since this is such a good outreach for the Navy and because petty officer Tarr has worked so hard to turn his life around and become a model Sailor, the Navy was able to give him the support he needed.



Top – Forty-eight days of averaging nearly six hours of riding can be grueling to say the least. To get their minds off the pain, the riders made up games, like counting telephone poles and the various styles of barns along the route.

Above – RP3 John Tarr sits near his tent to record the long day's events in a journal he's using to let people who weren't on the ride share his experience.

Right – A member of "Team Maryland" stands by at the state line to give high fives to the Big Riders as they leave Pennsylvania and enter the final leg of their journey to the finish line in Washington, D.C.

passenger door, being afraid and knowing he had made a serious error in judgment, he ran away.

Moments later, he was facing a California Highway patrol car which, "just happened to be in the area." They turned their lights on and asked if he was John Tarr – he didn't answer. "I simply turned around and put my hands on my head, just like in the movies, except this was no movie and there was no director to yell, 'cut!'" said Tarr.

A few hours later, he was alone in a jail cell with little else to do besides think.

This is where his journey really began. "I decided to turn my life around," said Tarr. "So I went to the recruiter and signed up."

But it wasn't that easy — the Navy was concerned about Tarr's record. "I went before the captain at MEPS (Military Entrance Processing Station) and told her that I was looking for discipline and a chance to turn my life around and that I thought the Navy had a lot to offer me," said Tarr.



Above – Big Riders used innovative ways to get their daily chores completed. Here, a rider uses a baseball field fence to dry laundry washed by hand while others set up camp.

After being granted a waiver, Tarr was off to Boot Camp to begin his new life.

Getting to the Big Ride was no small task either. According to Tarr, after he found out about the journey he told Chaplain (CDR) Curtis Schmidtlein, NAS Fallon's command chaplain, what he wanted to do and the chaplain proposed the idea to the base executive officer. Minutes later, Schmidtlein returned with the go-ahead.

"Since this is such a good outreach for the Navy and because petty officer Tarr has worked so hard to turn his life around and become a

Tarr kept a journal on his voyage across the country and he let us look over his shoulder for some of the more memorable days.

Day 1: June 19, 2000
Seattle
65.44 mi. 4:21.26 hrs. avg. speed 15.02 mph

Wow! What a day, broke camp at 0800, I saw some beautiful scenery on the ride. I reached camp at 1245. Met some great people today – Adriana from Venezuela, Philly and Olivia from London and Vance from Chicago. A very diverse, friendly, and energetic group, all 201 of us. I'm looking forward to the coming weeks. The journey's start has already been amazing. I had the honor of leading a small prayer group, six Big Riders came. We are going to meet daily to pray for the next day and give thanks for what has already been received. WOW! What a day! God is great! Tomorrow we climb a mountain. Hoorah! God will be with us.

Day 3: June 21, 2000
Grand Coulee, Wash. to Spokane, Wash.
105.21 mi. 6:36.06 hrs. avg. speed 15.93 mph

Our first century today! Finished off the Cascade and Olympic Mountains – tough climbs but OK — beautiful views once on top. Went from foothills all the way up to a 2,100-ft. climb across 7 miles and then, near the end, a 500-foot climb across 1.5 miles. Tire blew out at 70 miles, but Brian from Massachusetts helped with a spare tube and tire! Thank God! I got to finish the century!

Day 12: June 30, 2000
Avon, Mont. to Townsend, Mont.
67.62 mi. 5:35.21 hrs. avg. speed 12.10 mph

CONTINENTAL DIVIDE! Rode up McDonald Pass — 6,350 feet, the highest point of the ride, to cross the Continental Divide. Expected to join the 50+ mph club but not today. After Helena, the wind picked up for the last 25+ miles, a stiff headwind! Susan drafted off me, which was cool. A chance to help out another Big Rider.

Incredible Journey



Right – High fives were abundant at the finish line in downtown Washington, D.C. RP3 John Tarr claimed the moment was bittersweet; he had achieved his goal of riding a bicycle across country, but the joy of riding with his new cycling friends had come to an end.

"I remember one evening in Montana. There was this beautiful sunset, and I just thanked God for being able to witness it," said Tarr.





Above – After a day of riding, RP3 John Tarr leads his prayer group to thank God for what has been given to them and to pray for the next day.

Left – Inspirational signs or momentos were peppered throughout the campsites during the trek to Washington, D.C. The participants used the signs to motivate themselves and other riders on the Big Ride across the country.



Above – RP3 John Tarr tops a hill on day 37, making his way to Kendallville, Ind., after completing more than 2,500 miles. By the end of the day, he had little more than 650 miles left to get to the finish line in Washington, D.C.

model Sailor, we were able to give him the support he needed," said Schmidtlein. That support included no-cost orders so Tarr wouldn't have to burn leave for the cause, plus a lift on the command plane to Seattle during a scheduled training flight.

Now that Tarr had received the command support, he needed to get the money for the ride. "I had to raise $7,000 for the local American Lung Association by May 19 to be able to participate," explained Tarr.

Tarr wrote a letter and mailed it out to some people he knew, but most of the money came from fundraisers and businesses in the Fallon area. By April 24, he was still about $100 short. When he went to work he found a cup full of change on his desk from Chaplain (LT) James Connolly, base chaplain and training partner. He ended up with $7031.13 and was on his way to the Big Ride across America.

The route took him through some of the nation's most picturesque regions. "I remember one evening in Montana. There was this beautiful sunset and I just thanked God for being able to witness it," said Tarr. "I was also able to see some other cool places like the Badlands in South Dakota and the Rocky Mountains."

The journey wasn't all sightseeing and easy-riding. It was also an intense bike ride through some tough terrain. "You would think that the Rockies would be a harder climb, but the Appalachian Mountains of Pennsylvania are harder on the body," said Tarr. "Once you've been in the saddle for six or seven hours, everything just starts to hurt: your hands, back, legs, butt … everything. That's when you just go inside your mind and try to think of something other than the pain."

"Sometimes you get so bored you start making little games like counting power poles or barns," said Tarr. "You also do a lot of thinking. I've thought out the next five years of my life on this trip," he added.

Tarr plans on using his life experiences to show kids that life isn't over when bad things happen to you. People can make good out of their lives no matter what.

"When the ride is over, I will be going into schools to tell children about my ride and to let them know you can do anything you set your mind to," said Tarr.

Day 18: July 6, 2000
Sheridan, Wyo. to Gillette, Wyo.
116.41 mi. 7:37.10 hrs. avg. speed 15.27 mph

The longest day started out well enough with a nice ride through a canyon with a tailwind. The first 79 miles were wonderful until we hit a spot called Spotted Horse where we ran into a headwind! The final 30 miles of 116 were rolling hills with headwinds! The mental aspect was tough, I thought of the kids I will be talking to for motivation. It was 103 degrees and we climbed a total of 4,600 ft. This day was tough!

Day 30: July 18, 2000
Owatonna, Minn. to Winona, Minn.
92.65 mi. 6:03.27 hrs. avg. speed 15.29 mph

Today was a hard day. Started at 0627 in a 40-degree chill with a headwind until the checkpoint at mile 41, then hooked up with the paceline and rocked at 21 to 23 mph for 2 hrs. Took it easy the last 12 miles as it sprinkled on us as we dropped into Mississippi River Valley.

Day 43: July 31, 2000
Canfield, Ohio to Indiana, Pa.
108 mi. 7:02.08 hrs. avg. speed 15.36 mph

What a day! Number 1 moment was in Kittanning, Pa. at the Mulberry St. Creamery. We had some awesome ice cream while we waited out a storm. Hit 3,000 miles today right after a flat tire on a hill. Doug was there. It's always better fixing a flat with a friend!

Day 48: August 5, 2000
Frederick, Md to Washington, DC!!
63.27 mi. 4:21.42 hrs. avg. speed 14.50 mph

Hoorah!!! Rode into the District after 48 days on the road!

A dream that began two years ago has finally blossomed to fruition! There is no soreness or fatigue, only adrenaline and pride. We made it all the way! After riding my bicycle for over 40 days I'm actually in Washington, D.C., more than 3,000 miles later! Dreams do come true if we believe in them and ourselves and continue to move toward them each day.

Just about everybody has signed my ride jersey — it looks great! I can't wait to take it in to schools to show the kids! Praise the Lord we made it and can now revel in the joy of it.



The DUTY of DEVELOPMENT

Military Child Development Centers Hailed as the Model for All to Follow

Story and photos by PH2(AW) Jim Watson

Looking down the hallways of a child development center (CDC) today, it's hard to imagine that just 15 years ago, buildings of the same name throughout our country and the world were considered substandard. Never would you have heard someone like Denise Carreon, wife of Chief Intelligence Technician (SW) Danny Carreon and mother of two-year-old Jessica, say, "I love it here. Jessica learns so much more here than in home day care."

CDCs commonly had old facilities, leaky roofs, poorly-paid caregivers watching more than 15 babies and toddlers at a time and staffs that almost never stayed any longer than three years before entirely changing out.

In fact, in 1985, Linda K. Smith, director of DOD's Office of Family Policy was told during a national conference call that DOD's child care program was, "the ghetto of American child care."

But, that was then.

The DUTY of DEVELOPMENT



Every child's day is full of activities and fun like the matching game Patrick Warren plays in his class at Child Development Center, Naval Station Anacostia, Washington, D.C.

Today, in a time when child care around the country is said by experts to be lacking structure and direction, military child care has risen to a level that many tout as an example of how to get the job done. The military looks at a happy family as one of the steps in military readiness.

Since the passing of the Military Child Care Act in 1989, child development centers have made dramatic transformations. The National Women's Law Center (NWLC), a public policy group that focuses on women's and children's issues, recently reported to Secretary of Defense William Cohen in their report, *All That We Can Be: lessons from the military for improving our nation's child care system*, that military CDCs are an example for all state agencies to follow.

"If the U.S. military can do an about-face and dramatically improve its child care system in a relatively short period of time, there is great hope for improving child care across the United States," said Nancy Duff Campbell, NWLC co-president. "The lessons learned from this example should be applied to expand access to high-quality, affordable child care for everyone."

The high quality and low price of military child care is not only being noticed by civilians, but by thousands of military families in more than 800 CDCs and 9,000 in-home care facilities.

"I looked into civilian child care and compared the different benefits like cost, activities, food and education before putting Jasmine into the CDC," said Interior Communications Electrician 2nd Class (SW) Dianne Goodwin. "Military child care comes out on top; hands down. The programs are great and they have lots of activities in which the teachers are very involved with the children."



With the curiousity that every new child has in life, Parker Myers tries to figure out what the guy with the neat toy pointing at him is doing.

"Quality military child care is essential in our Armed Forces. We simply cannot afford to have our service members worrying about the basic care of their family members," said Cohen. "America's military is the best in the world not just because of our technology, training and tactics but, above all, because we recruit and retain the best men and women the country has to offer. The military runs what is essentially the largest employer-sponsored child care program in the country, serving more than 200,000 children per day."

Helping serve those children are thousands of qualified and trained caregivers like Linda Reid, a child care provider for the last 20 years who began working with the military programs eight years ago at the CDC on 32nd Street Naval Base, San Diego.

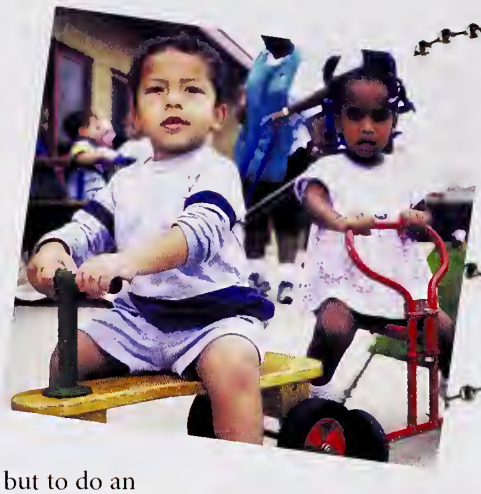
"This is what I was meant to do, and

"Quality military child care is essential in our Armed Forces. We simply cannot afford to have our service members worrying about the basic care of their family members."

— Secretary of Defense William Cohen



Ali Linear smushes her face against the classroom door, anticipating the arrival of her mother who is due to show up at any moment.



Like the lords of the playground, Juan Diaz and Ciara Blackston let it be known they are the common cruisers of this sidewalk.

I love it," said Reid. "The military child care centers are more adamant about their rules and regulations, which is very good when considering the safety of the children here."

Enforcing rules and regulations is one thing, but to do an entire turnaround in policy is amazing.

The military started by building a system linking centers, family child care homes, before- and after-school programs and resource and referral services to assist parents in finding care through a single point of entry. The NWLC report concluded that no state program has been able to match the military's system.

The report touched base on many other important factors of the child care system now in effect by the military. These include the development of comprehensive uniform standards and how they ensured that these were met through a system of unannounced inspections for violations.

Military caregivers now receive systematic, ongoing training as well as compensation linked to training that is comparable to that of other individuals with similar training, seniority and experience. The NWLC report went on to say that today, 95 percent of military child care centers are accredited by the National Association for the Education of Young Children, compared with just eight percent of civilian child care centers nationwide.

The military has also kept parent fees affordable through subsidies and a sliding fee schedule based on income to ensure that



After an exciting day at the National Zoo in Washington D.C., Sebastian Davila lays down on his friend Tiara Montgomery's lap while riding the bus back to the Child Development Center on Naval Station Anacostia.



Stephanee Yager checks out one of the animal exhibits while at the National Zoo in Washington D.C. during a field trip sponsored by the Child Development Center on Naval Station Anacostia.



Elsie Caple, a caregiver for the Child Development Center, Naval Station Anacostia, Washington, D.C., feeds Maya Miller in the 12-month and under room.

personnel with the lowest incomes can afford child care. This has resulted in fees 25 percent lower than those paid by civilian families. They have kept the fees down although military families typically use the centers for longer hours and for younger children, including infants, than civilian families do.

Not only did the NWLC report hail the last 10 years of actions, it also talked of the future. While military child care currently meets 58 percent of its child care needs, CDCs plan to reach 80 percent by 2005 and even more in the future. The NWLC stated that no state in the country provides subsidized, high-quality child care to anywhere near 58 percent of its families.

The military's extensive child care changes — to its infrastructure, staff and program policies — has allowed the military to provide a model in defending not only a great nation, but our children as well.

Watson is a photojournalist assigned to All Hands.



Olivia Taylor, a caregiver for the Child Development Center, Naval Station Anacostia, Washington, D.C., makes faces at Brianna Norman while feeding Jordan Griffith.



3RD in a Series

Planning Your Future: Time & Growth of Money

Time and return are both vital factors in accumulating wealth. With a longer time horizon and/or a greater return you will have the ability to save less to meet your goal.

Story by Mark Summers

Table 1 on the top of page 45 illustrates how much you would need to invest as a lump sum or as monthly savings to accumulate $1,000,000 during the respective number of years and after-tax investment return.

As the chart illustrates, the longer you have your money invested, the greater your investment return and the less you need to save to reach your goal. The above results are hypothetical and the actual growth will depend on a number of factors.

Obstacles to Your Investment Plan

The two biggest enemies of any investment plan are taxes and inflation. You need to understand how these two factors can influence your future wealth.

The bottom line to all investors is what's left after taxes, referred to as the after-tax return. The investment return can be taxed as one of two types of income tax; capital gains or ordinary income.

Long-term capital gain is a favorable tax rate, currently 20 percent, that is applied to the investment gain which

Table 1 — After-Tax Annual Returns

Years	6% After-tax Annual Return		8% After-tax Annual Return		10% After-tax Annual Return		12% After-tax Annual Return	
	Lump Sum	Monthly	Lump Sum	Monthly	Lump Sum	Monthly	Lump Sum	Monthly
5	$747,258	$14,391	$680,583	$13,709	$620,921	$13,061	$567,427	$12,447
10	558,395	6,155	463,193	5,552	358,543	5,003	321,973	4,506
15	417,265	3,485	315,242	2,962	239,392	2,510	182,696	2,121
20	311,805	2,205	214,548	1,757	148,644	1,392	103,667	1,097
25	232,999	1,479	146,018	1,000	92,296	811	58,823	593
30	174,110	1,026	99,377	710	57,309	485	33,378	328
35	130,105	728	67,635	467	35,584	294	18,940	183
40	97,722	524	46,031	310	22,095	189	10,747	103

occurs from the sale of a "capital" asset, such as stocks, bonds and other investment securities which were held for more than 12 months.

If the gains were realized from the sale of a capital asset that was held for 12 months or less, it would be considered a short-term capital gain and taxed at your marginal tax rate. The marginal tax rate (i.e., 15 percent, 28 percent, 31 percent, 36 percent, 39.6 percent) is also applied to gains that are considered ordinary income.

The ordinary income rate that you are taxed under is dependent on the amount of adjusted gross income that you receive for the tax year and your filing status. Ordinary income is considered to be earnings such as your salary, self-employment earnings, dividends and interest. Please refer to last years tax return to determine your income tax rate.

The second, and most overlooked, obstacle in a financial plan is the effect of inflation. The constant grinding of inflation will erode the purchasing power of your income by continually increasing the cost of products and services that you have come to rely on. As a result of these increases over time, you will need to make more money in the future to maintain your current standard of living. If you don't plan for it, inflation can have a large negative impact on any of your long-term investment goals.

To account for taxes and inflation you will need to generate greater returns to reach your goal. Table 2, below, shows you how much you need to earn on your investments (after-taxes and inflation) to obtain your desired return and how much you need to earn just to break even (after inflation). The table assumes a 4 percent inflation rate.

Table 2 — Desired Return After Taxes & Inflation

Tax Bracket	Break Even	6%	8%	10%	12%
00.00%	4.0%	10.0%	12.0%	14.0%	16.0%
15.00%	4.7%	11.8%	14.1%	16.5%	18.8%
28.00%	5.6%	13.9%	16.7%	19.4%	22.2%
31.00%	5.8%	14.5%	17.4%	20.3%	23.2%
36.00%	6.3%	15.6%	18.8%	21.9%	25.0%
39.60%	6.6%	16.6%	19.9%	23.2%	26.5%

Protecting Your Plan from Taxes

Because of the affect taxes can have on an investment plan, protecting your earnings should always be a goal when investing. Fortunately, there are several ways you can achieve that goal. Purchasing individual investments that already have favorable tax treatment (e.g. municipal bonds) or placing investments without a favorable tax treatment into a tax-advantaged account are ways of meeting your goal.

Tax-deferred accounts are very effective tools to reduce your annual tax liability. Deferring your tax liability translates into more money staying in your investment and generating greater returns over time. There are various types of tax-deferred investment accounts to choose from, accounts such as IRAs, company retirement accounts (e.g., Thrift Savings Plan, 401(k), 403(b)), annuities and permanent life insurance plans.

In addition to the tax-deferral, some accounts may allow you to contribute part or all of your money on a pre-tax basis. Pre-tax contributions will allow you to remove the amount of the contribution from your gross income in the year the contribution was made. Therefore, your year-end taxes will be immediately reduced while the future earnings on the investment will be



Planning Your Future: Time & Growth of Money

deferred. Investment accounts which may allow you to make contributions on a pre-tax basis include Thrift Savings Plan, Traditional IRA, 401(k) and 403(b). Although other accounts, such as annuities and permanent life insurance, may not allow you to make pre-tax contributions, you will still have the advantage of tax-deferred earnings.

Below is a table that illustrates the growth potential of pre-tax, after-tax and fully-taxable investments. The "Pre-Tax" account assumes an annual investment of $3,000. The "After-Tax" and "Taxable" accounts assume that you only contribute the after tax contribution amount of $2,160. This assumes you are in the 28 percent tax bracket, to illustrate how the up-front taxes assessed on your $3,000 at the end of the year can affect your earnings potential. The "Taxable" account also reflects that taxes are paid out of your investment earnings each year. All accounts assume a pre-tax investment rate of 8 percent.

Table 3 — Pre-Tax Investment Rate

Tax-deferred Options

Years	Pre-Tax	After Tax	Taxable
5	19,008	13,686	12,816
10	46,936	33,794	29,773
15	87,973	63,340	52,210
20	148,269	106,754	81,897
25	236,863	170,542	121,178
30	367,038	264,267	173,152

One account that was not specifically mentioned but should be looked at as a very effective retirement account is the Roth IRA. The Roth IRA allows annual contributions of up to $2,000 on an after-tax basis with earnings accruing tax-deferred, the big advantage of this account is that all the money you receive in retirement is tax-free!

Before placing an investment within any of the various tax-advantaged accounts, be sure you understand all of the rules and restrictions that will apply to you. All accounts have their own rules. Be aware that tax-deferred accounts may be more restrictive than a taxable account in the way you can receive your money or you may have penalties applied to certain withdrawals.

Being in the military, you have the opportunity to put your investment strategy on autopilot by taking advantage of the allotment system.

Fundamental Investment Strategies

Devising the most ingenious investment strategy ever conceived should not be your goal. Your task should be to create a basic investment plan that suits you and then stick with it. Investing regularly, automating your savings program and diversifying among various investments are some of the keys to a successful investment strategy.

Many investors look to the stock market for its favorable long-term returns by investing in mutual funds and/or individual stocks. But with the markets daily fluctuations, most investors are unsure of when they should put their money into an investment. Instead of trying to out-guess the market, which very few are able to do with any success, many investors use a method called dollar-cost averaging. Dollar-cost averaging allows the investor to make purchases of the same investment at regular intervals (e.g., $100 paid every two weeks, monthly, quarterly, etc.). When the selected investment price declines, the $100 will purchase a greater number of shares. When the investment price increases, the $100 will purchase a fewer number of shares. To illustrate this, please see the Table 4 on page 47.

Over time as you have been systematically purchasing shares of the same investment at different prices, your average cost per share will be less than the average price per share. From the above illustration we can calculate that the average price of the investment was $16.16 (Total price per share - $194/Number of contributions periods -12) while the average cost was $14.91 (Total Dollars invested = $1,200/Total number of shares purchased = $80.49).

Being in the military, you have the opportunity to put this strategy on autopilot by taking advantage of the allotment system. Your allotment can be directed every month to purchase shares of mutual funds, bonds or various other investments. If you are not eligible for allotment service you can have payments made electronically from your bank account to the investment or investment institution.

How you are diversified among various assets will determine how much risk your portfolio may have as well as

what your potential returns may be. Asset allocation is the strategy that seeks to minimize your investment risk while obtaining your desired rate of return by spreading your contributions over different investment asset types. The decision on how you invest your money among the three primary investment categories — (stocks, bonds, cash) — will have a far greater affect on your overall portfolio return than any other more specific decisions that you may make about your portfolio. This is assuming you follow basic investing principles in your other decisions.

Diversifying your money between these various types of assets will allow you to smooth out some of the volatility in your investment portfolio while obtaining your desired rate of return.

Diversification should be based on your time horizon, risk tolerance, and desired return. Many of the financial planning software programs can provide you with a percentage of allocation based on your various factors.

Making Your Investment Transactions

Buying and selling investments can be done directly with the institution that offers the investment or through a brokerage firm.

Mutual fund companies allow you to directly purchase any of the individual mutual funds offered within their family of funds. To purchase a mutual fund directly from the fund company you will need to contact the company and have them send you an application with information on the investment(s) that you are interested in purchasing. Once you establish an account, you can purchase or sell your mutual fund(s) without incurring any commissions. Even though you do not incur any commission at the time of the purchase or sale, your individual mutual fund will still have various other charges assessed during the period of time that you hold the fund. Please refer to the mutual fund prospectus before investing to obtain all the specific fund information.

Table 4 — Dollar-Cost Averaging

Month	Dollars Invested	Price Per Share	# of Shares Purchased
Jan	100	10	10.00
Feb	100	11	9.09
Mar	100	13	7.69
Apr	100	15	6.67
May	100	12	8.33
Jun	100	12	8.33
Jul	100	18	5.56
Aug	100	16	6.25
Sep	100	19	5.26
Oct	100	22	4.55
Nov	100	21	4.76
Dec	100	25	4.00
TOTAL	1,200	194	80.49

Establishing an account with a brokerage company allows you to purchase a wider array of investments, everything from mutual funds to individual stocks and bonds. Additionally, you can receive several services, such as research material, monthly account statements, check writing, etc.

There are three general types of brokerage companies; Full Service, Discount and Deep Discount. The types of services you receive and expenses that you incur will depend on the type of brokerage company. A full service broker provides you with investment advice, many services, and will have higher fees (you pay for what you get). A deep discount broker gives no investment advice, limited number of services and very low fees. You need to decide what type of services you would like to receive and then shop around to get information from many different brokerage companies.

Putting Your Plan Into Action

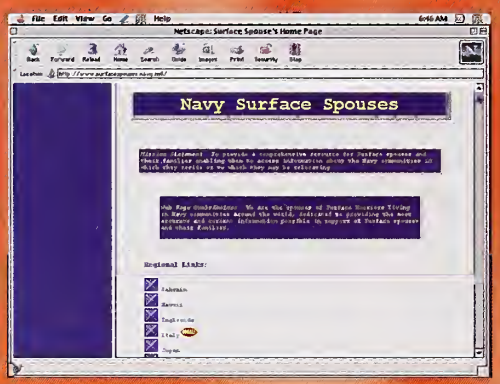
Gathering information and learning about planning considerations, individual investments and strategies is crucial to developing a sound investment plan. But, at some point, you need to take the plunge and put your plan into action. Taking too much time before implementing your plan because you are waiting for the perfect investments or perfect time to invest could result in you not reaching your goal.

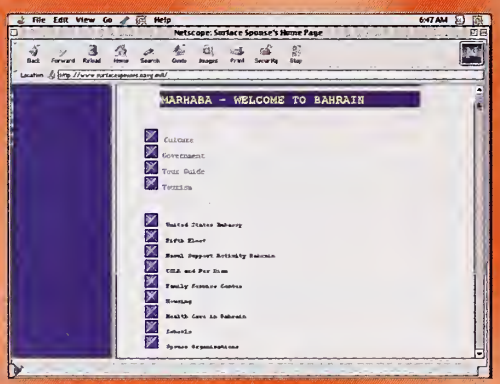
Remember that successful investing is not a matter of picking the best investments or figuring out the best time to buy or sell your investments, rather it is simply to start investing — and the time to start is now.

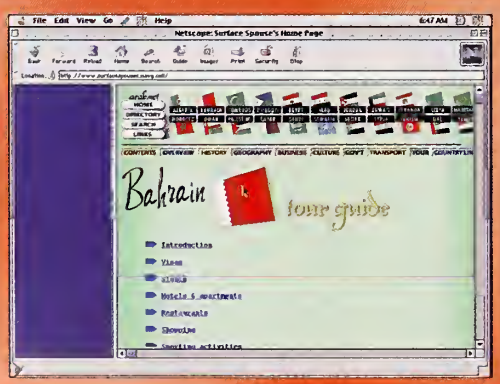
Summers is the chief financial counselor, Navy Mutual Aid Association, Washington, D.C.

CyberSailor

Navy Surface Spouses Online







We all know that same old story. You and your spouse are about to transfer to your new command on the other coast, but you still haven't received the welcome aboard package. Where do you go for that much-needed information about your new duty station and the surrounding areas?

Well, look no further. The Navy Surface Spouses World Wide Web site is the online source for all your answers.

This site provides a comprehensive resource for Navy members, spouses and their families, providing access to information about the Navy communities they reside in or may be relocating to.

Whether your family is going across the country or around the world, the Navy Surface Spouses site is a wealth of information right at your fingertips.

The site is broken down into eleven regional links. They are: Bahrain; Hawaii; Japan; Ingleside, Texas; Italy; Mayport, Fla.; Newport, R.I.; Norfolk; the Pacific Northwest; Pascagoula, Miss.; and San Diego. Each of those areas cover information about the city or country in which the base is located, as well as the surrounding communities.

The site is also a great resource for educational and employment opportunities. In addition to the 11 current regions, Millington, Tenn., Monterey, Calif., and Washington, D.C., will be added soon.

This in-depth site offers important facts on each location such as TRICARE regional information, waiting list lengths for housing (broken down by pay grade), average costs for private housing, links to the state's departments of education and even contacts for different spouse clubs and organizations. Also listed are the U.S. Navy bases in the area and the ships homeported in each region.

Each region is covered a little differently, and is given

The appearance of commercial Web sites in All Hands *does not imply endorsement by the Departments of the Navy or Defense.*

its own distinct character by the Surface Spouses webmaster. For example, the Pacific Northwest site features an in-depth link to the State of Washington Ferry Service, while the Japan page offers transferring Sailors and families tips on proper Japanese etiquette.

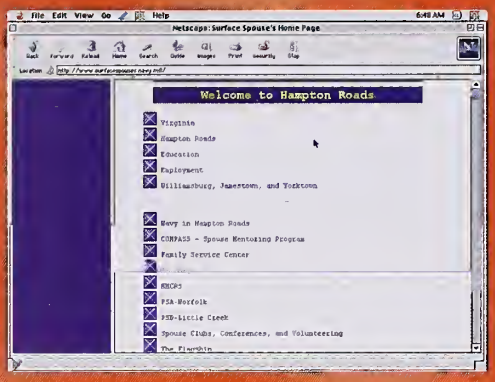
On the Navy side of the house, there are listings of all of those important points of contact for every Navy family, including the Family Service Center, the housing office, the local Personnel Support Activity and Morale, Welfare and Recreation. Many regions give a list of all the major commands in the area as well.

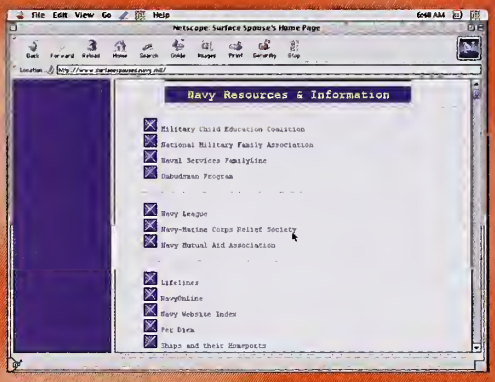
If you and your family happen to be going overseas, Surface Spouses website also provides invaluable insight into local cultures, customs and traditions in other countries. They provide the "do's and don'ts" and everything in between. The location of U.S. Embassies and per-diem rates are also listed along with all the local tourist hot spots.

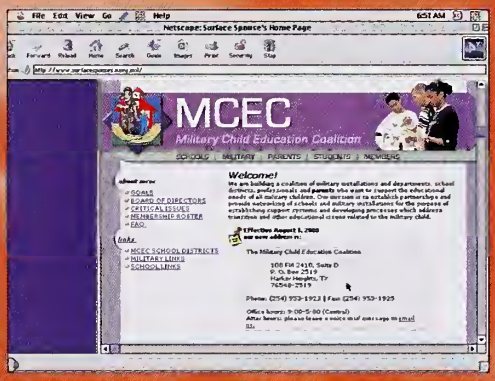
Even if you're not transferring, this is a great site for finding links to various Navy-related sites such as the Commissary Agency, the Navy Exchange, the Ombudsman Program and the Navy-Marine Corps Relief Society, to name a few.

The Surface Spouses site, located at **www.surface-spouses.navy.mil/**, is well designed, loads quickly and is especially easy to navigate. For single Sailors, don't be turned off by the name, this is a comprehensive site designed to help all Sailors, married or single, in their transitions.

Cyber Sailor







www.surfacespouces.navy.mil

duty "gouge"

Eye on the Fleet

EYE ON THE FLEET is a monthly photo feature sponsored by the Chief of Information Navy Visual News Service. We are looking for HIGH IMPACT, quality photography from SAILORS in the fleet to showcase the American Sailor in ACTION.



LINE DANCE

FC1(SW) Martin Hagan of Middletown, Ohio, directs the sea and anchor detail while GMSN Steve Arnesen of Somerset, N.J., leads the heave-ho of mooring lines for USS *Trenton* (LPD 14) to enter port in Mykonos, Greece.

Photo by PH2 Alan Warner





A HAWKEYE'S VIEW

An E-2C *Hawkeye*, from the "Tiger Tails" of Carrier Airborne Early Warning Squardron (VAW) 125, leaves the flight deck of USS *George Washington* (CVN 73).

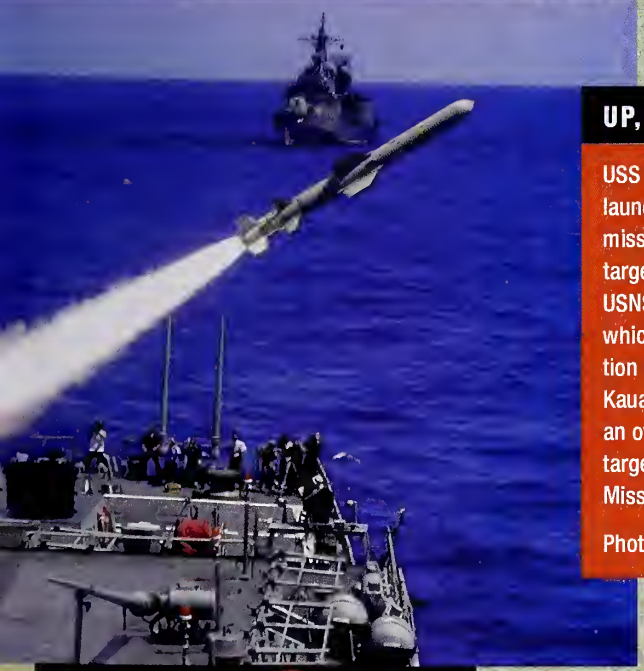
Photo by PH2 Shane McCoy



CHINESE CONNECTION

Sailors of the People's Liberation Army (Navy), warmly welcome USS *Chancellorsville* (CG 62), as they stand at attention pier side while the ship pulls into Qingdao, China.

Photo by PH2 Lena Gonzalez



UP, UP & AWAY

USS *Paul Hamilton* (DDG 60) launches a *Harpoon* anti-surface missile during *RIMPAC 2000*, targeting the ex-troop carrier, USNS *Hugh J. Gaffey* (IX 501), which had been towed into position off the Hawaiian Island of Kauai the previous night. It was an over-the-horizon shot, with targeting info provided by Pacific Missile Range Facility (PMRF).

Photo by LT Dave Jackson



SLIMY SHOPPING

PN2 Elizabeth Westbrook, of Ridgecrest, Calif., samples fresh fish at a local market in Hong Kong. Westbrook, a crew member aboard USS *Essex* (LHD 2), took advantage of the "The Land In Between Tour," sponsored by the ship's Morale, Welfare & Recreation Committee.

Photo by PHAA Al D. Meza

TO BE CONSIDERED

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A Bluejacket's Thanksgiving

Story by JOCS(AW) Dave Desilets

Thank you, Gracias, Danke Schoen, Grazie, Merci.

Sailors hear expressions of gratitude in so many forms for so much they do all around the world. I recall a few such rewarding moments during my Navy career.

Aboard USS *John King* (DDG 3) — *again, a sea story from my first ship. I don't know if it's a feeble effort to stop Alzheimer's from setting in, but lately I seem to reach for memories of my early years in the Navy … never forget your roots.*

Anyway, we had pulled into Limon, Costa Rica, during a Caribbean training cruise. We had great liberty in the port city itself. However, some us of got a chance of a lifetime to board a bus and head deep into the Central American countryside to a small town Catholic orphanage. The day adventure was one of charity and community assistance under the *Project Handclasp* program.



After a scenic ride of green palms, lush fields and flowing rivers, we reached a little, self-sufficient farm and school compound nestled in a mountainside. Upon our arrival, buzzing children of all ages swarmed the bus, with powerless nuns in tow. A courtyard with classrooms, offices, dormitories and stables all around served as a meeting area with a well and livestock everywhere. The buildings were a bit run down and in need of paint, minor repair and electrical work. Hence, the arrival of white hats and dungarees … many of those Dixie Cups never did make it back to the ship.

As we worked on this jungle oasis of learning and living, we also made friends despite a language barrier for most involved. Words weren't necessary as Sailors made hand motions and kids passed tools. Everyone was smiling and laughing, breaking barriers beyond the differences of their tongues.

I documented their beaming grins with the ship's Polaroid camera. This was a big treat for the children, and their amazement as their images magically appeared was quite evident in the form of their dropped jaws and ooo's and aaah's. The kids then literally dragged me around the orphanage, asking me to take a picture of this and that and pulling me into each nun's classroom for their photos, too. It was great fun!

Our refurbishment efforts weren't just met with smiles. The nuns and children cooked us all an excellent lunch of rice, beans, chicken and other foods that they had raised and grown. As we ate together, the language of expressions served quite well as the medium for table conversation. After lunch, the students and teachers sang for us while our full bellies happily digested their great home-type cooking. Some even lapsed into a short siesta. It's tough to break that noontime habit.

Everyone put in a long, hard day's work. As the sun began to set, we walked toward the bus and looked back at the courtyard. Clean whitewashed buildings with holeless roofs, hinged doors and working lights inside now surrounded it. The physical fruits of our labor stood before us … as did the emotional rewards that were at our feet in the form of children grabbing and climbing, sporting squid-lids and hugging the salt out of us. They were saying thank-you the best way they knew, and we were reciprocating.

A torrential rain on the way back to ship couldn't ruin what had been a very sunny day for us all. The opportunity to help people in another country was priceless and most rewarding, something one will always remember.

We can thank the Navy for these chances of a lifetime to serve humanity and to experience Thanksgiving any time of year, no matter how it's said.

Desilets is managing editor of All Hands *magazine.*

10Xteaser

This equipment will help in tracking time. What is it?

Photo by PH2 Bob Houlihan

Last Month's answer:



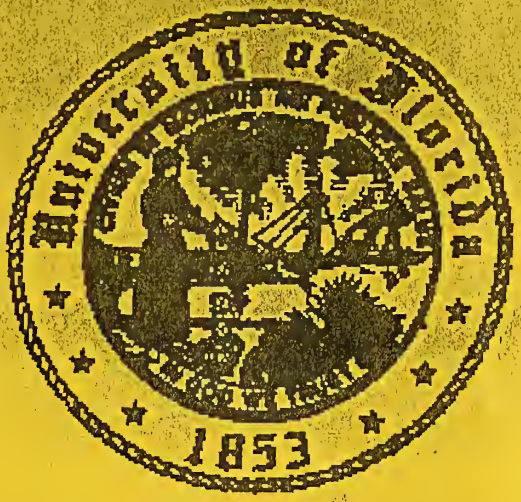


The heel brass on the shoe of ceremonial guardsmen in Yankee Stadium during the presentation of colors for International Naval Review 2000.

Photos by JO1 Preston Keres

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